



Hodgetts Estates

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**LAND NORTH-EAST OF JUNCTION 10 M42,  
NORTH WARWICKSHIRE**

Statement of Community Engagement





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# LAND NORTH-EAST OF JUNCTION 10 M42, NORTH WARWICKSHIRE

Statement of Community Engagement

**PUBLIC**

**PROJECT NO. 70075293**

**OUR REF. NO. RPT.005.SCE.1**

**DATE: DECEMBER 2021**

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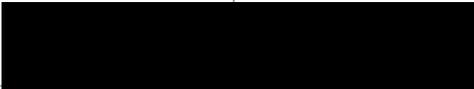
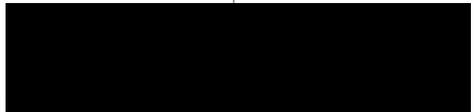
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# QUALITY CONTROL

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Issue/revision	First issue	Revision 1
Remarks	Draft	Final
Date	13/10/21	01/12/2021
Prepared by	James Warrington	James Warrington
Signature		
Checked by	Doug Hann	Doug Hann
Signature		
Authorised by	Doug Hann	Doug Hann
Signature		
Project number	70075293	70075293
Report number	Rpt.005.SCE	Rpt.005.SCE.1

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# 1

## INTRODUCTION



# 1 INTRODUCTION

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## 1.1 OVERVIEW

- 1.1.1. WSP has prepared this Statement of Community Engagement (SCE) on behalf of Hodgetts Estates ('HE' or 'the applicant') to support an outline planning application for the following development:
- Outline planning permission for development of land within Use Class B2 (general industry), Use Class B8 (storage and distribution) and Use Class E(g)(iii) (light industrial), and ancillary infrastructure and associated works, development of overnight lorry parking facility and ancillary infrastructure and associated works. Details of access submitted for approval in full, all other matters reserved.*
- 1.1.2. This statement provides a summary of the community engagement undertaken, feedback received during the consultation process and how the responses have been addressed and is submitted to North Warwickshire Borough Council (NWBC) as part of the submission pack.
- 1.1.3. Communication throughout the entire planning and development process has been two-way, robust, creative, and not just a statutory box-ticking exercise. Involving the local community in decision-making processes regarding the development of their local area is key to ensuring positive and sustainable outcomes for everyone.
- 1.1.4. Community engagement will continue throughout the planning application process and, if approved, during the construction phase and ultimately once the site is operational.

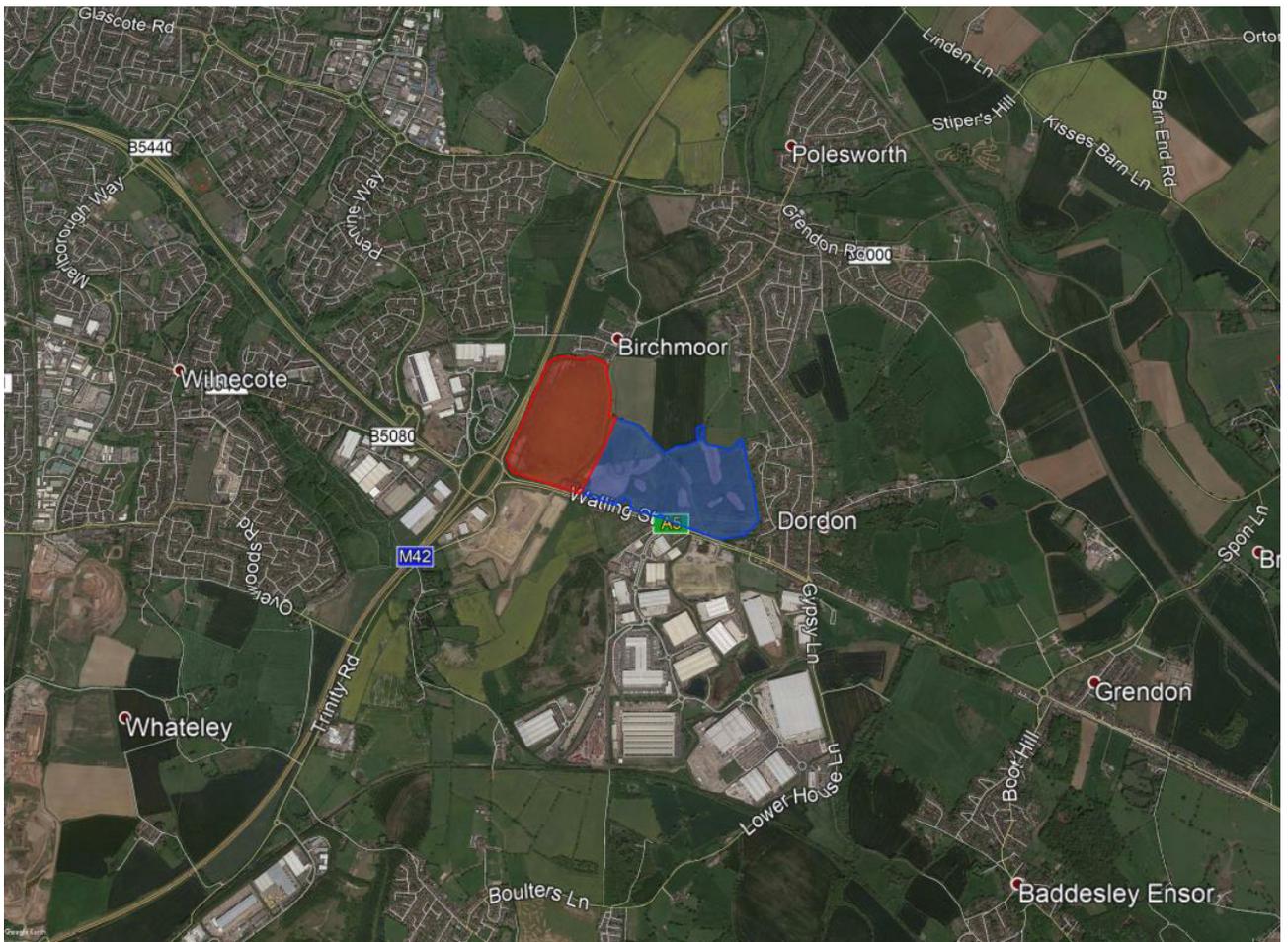
## 1.2 THE SITE

- 1.2.1. The site comprises approximately 32.36 hectares of arable farmland on the north-eastern quadrant of Junction 10 of the M42 motorway. It forms part of a much larger 74.02 hectares land ownership north of the A5 between Dordon and Tamworth – illustrated by the red and blue areas combined on the Site Location Plan (**Appendix A**) and at **Figure 1-1** overleaf. This additional land has allowed the applicant to take a wide-reaching approach to landscape, access and ecological measures.
- 1.2.2. The land is owned entirely by HE and is farmed each year. As such, the monocrop nature of the of arable farming is not conducive to extensive faunal and/or floral diversity, the majority of which is to be found around the periphery of the site.
- 1.2.3. There is a mature tree belt to the west and south of the site along the route of the M42 and Junction 10. To the south of the site is a mature hedgerow along the A5 boundary which contains intermittent semi-mature trees. There are also some thickets of self-set juvenile trees and shrubs surrounding an existing car park and hardstanding in the south of the site.
- 1.2.4. The site is transected by an oil pipeline and a high pressure gas main runs parallel to the east of the site. The proposed development considers these pipelines, as well as their respective easements and consultations zones. Furthermore, two low voltage electricity lines also cross the site in an east-west / north-south axis respectively, with limited uncultivated vegetation around the base of each mast/pole.
- 1.2.5. A public bridleway (AE45) transects the site and a public footpath (AE46) borders the northern-eastern boundary of the site. These are essentially raised single lane farm tracks for the use of farm vehicles, which have grassed verges and banks down to the fields on each side.

### 1.3 THE SURROUNDING AREA

- 1.3.1. The site is situated between Tamworth, Dordon and Birchmoor, strategically located immediately north-east of Junction 10 of the M42.
- 1.3.2. The M42 and A5 provide direct links to the wider strategic motorway network including the M6, M40 and M5 as well as a series of key A roads in the West Midlands area.
- 1.3.3. Land to the south of the A5 includes the recently developed St Modwen Park Tamworth (south-west of Junction 10) and the established Birch Coppice Business Park and Core 42 Business Park (south of the A5).
- 1.3.4. Junction 10 comprises a cluster of predominantly logistics, warehousing and other industrial development. In addition to St Modwen Park Tamworth to the south-east, the north-west quadrant comprises Relay Park – home to a Sainsbury’s Distribution Centre and other businesses – and Tamworth Motorway Service Area (MSA) which includes coach and HGV parking facilities. The south-west quadrant comprises Centurion Park, which again hosts a range of businesses, predominantly in the logistics, storage and distribution sector.
- 1.3.5. As such, the site is within an area characterised by similar uses to that proposed, owing to its highly strategic location adjacent to Junction 10 of the M42.

**Figure 1-1 - Site Location Plan**



## 1.4 PROPOSED DEVELOPMENT

- 1.4.1. As identified in the Planning Statement and supporting application documents, the site is in a strategic and highly sustainable location for the land uses proposed, owing to its location at Junction 10 of the M42 motorway and close proximity to Birmingham Intermodal Freight Terminal (BIFT).
- 1.4.2. Recent research published by industry experts identifies record levels of ‘take up’ of logistics and industrial buildings in the West Midlands over recent years (exacerbated by COVID-19) which has eroded the supply of available land/buildings across the region to an all-time low. Research undertaken on behalf of Hodgetts Estates indicates that the area with the most acute shortage of logistics and industrial land/buildings is along the M42/A5 corridors.
- 1.4.3. Furthermore, the site identified is in the West Midlands Strategic Employment Sites Study Phase 2 (May 2021) as the best-performing site for strategic-scale employment development in the West Midlands, assessed against a range of criteria, in comparison to 50 other identified sites. Delivery of additional employment sites identified with WMSESS Phase 2 is supported by Local Plan Policy LP6, subject to meeting a number of criteria.
- 1.4.4. In response to this identified need and supporting evidence base, these proposals are for a new strategic employment site for the Borough, to accommodate units targeted at national and international businesses for headquarters and ‘campus’ style facilities as well as a significant number of smaller incubator type units of interest to small and medium enterprises operating at a more local level.
- 1.4.5. In addition, a purpose built dedicated overnight lorry park with welfare facilities (including hot food, convenience store, laundry, gym, changing rooms, showers, and WCs), 24hr security, and fenced parking will help to alleviate the identified need for lorry parking in this location and address the known anti-social behaviour issues associated with fly parking and layby parking.
- 1.4.6. The proposals also include a Hub Office which will act as a site office incorporating management suite, security and maintenance functions and a marketing space during construction of the buildings. The Hub Office will also act as a communal training facility for use by local training and education programmes associated with the site as well as site occupiers. These parties will be able to use the communal facilities including meeting room, presentation room, computer suite and office space. Furthermore, The Hub Office will incorporate communal bike parking and male and female changing rooms and showers that are open to use by the general public, to encourage local residents to cycle/walk to work, be they working at the site or cluster of other business park sites nearby.

### THE DEVELOPMENT SITE

- 1.4.7. The following maximum and minimum parameters for the development to be contained within the development site (as indicated on the Parameters Plan) are as follows:
- New vehicular and pedestrian access from the A5 Trunk Road;
  - Public Bridleway AE45 diverted within the development site, providing an enhanced route linking Birchmoor to the proposed green infrastructure, A5 Trunk Road and local services, such as bus stops located on the A5 Trunk Road and within St Modwen Park Tamworth;
  - A substantial area of green infrastructure (over 9ha) principally to the north, south and east of the plots, incorporating open space, planting, landscaping, public rights of way, SuDS and a variety

of wildlife habitats, provides a minimum development offset of 35m extending to 135m from the built development edge to the site boundary;

- Existing peripheral vegetation retained, enhanced and strengthened to provide a robust landscape buffer;
- Naturalistic earth mounds formed within the green infrastructure, utilising surplus cut material from the development site, to create a transitional zone between the developable area and development site perimeter and to provide visual mitigation where necessary;
- Up to 100,000 sqm (1,076,391sqft) of mixed Class B2, Class B8 and Class E(g)(iii) floorspace;
- Up to a maximum of 10% Class B2 / Class E(g)(iii);
- Maximum development height of +117.8m AOD at the less sensitive westernmost Plot A1 adjacent to the M42 motorway;
- Reduced maximum development height of +113m AOD at Plot A2, north of Plot A1 closer to Birchmoor;
- Reduced maximum development height of +111m AOD at the easternmost Plot B1, closer to Dordon;
- Reduced maximum development height of +102m AOD at Plot B2, at the entrance to site;
- Up to 150 space overnight lorry parking facility;
- Up to 400 sqm amenity building for overnight lorry parking facility (shop, restaurant/takeaway, laundry, gym, changing facilities, showers, toilets, etc);
- Creation of substantial landscaped buffer zones to the development site perimeter (in addition to the off-site areas for potential mitigation), as follows:
  - North - an extensive landscape buffer to the north of Plot A2 extending to 134m at its widest, reducing to 75m at the closest point to Birchmoor;
  - East - an extensive landscape buffer to the east of Plot A1 extending to 106m at its widest reducing to 49m to the north-east of Plot A2, and extending to 65m to the east of Plot B1 and Plot B2 and a minimum 35m to the north-east of Plot B1, where proposed building heights are lower;
  - South - a minimum 35m to the south of Plot A1 extending to 58m in the south-west corner of the plot close to J10 M42 and 35m-37m to the south of Plot B2;
  - West - a minimum 10m landscape buffer to the west of Plot A1 and Plot A2, where existing screening vegetation for the M42 motorway is extensive and mature.

## **OFF-SITE AREAS FOR POTENTIAL LANDSCAPE AND VISUAL MITIGATION**

- 1.4.8. A number of additional areas of land within the applicant's control are included as part of the proposals.
- 1.4.9. These areas, totalling approximately 6.51ha, are to provide potential landscape and visual impact mitigation and biodiversity benefits through planting and footpath enhancements, as well as providing access to members of the public.
- 1.4.10. Given that no development will take place in these areas, they are only assessed in terms of landscape and visual impact and potential biodiversity benefits.

## 1.5 PLANNING POLICY

- 1.5.1. HE and the project team have considered relevant national and local policy guidance in respect of stakeholder engagement. The importance of pre-application community engagement is emphasised in the following:
- Localism Act (2011)<sup>1</sup>;
  - National Planning Policy Framework (NPPF) (2021)<sup>2</sup>; and
  - North Warwickshire Borough Council Statement of Community Involvement (SCI) (April 2007)<sup>3</sup>.
- 1.5.2. The Localism Act requires developers to consult local communities before submitting planning applications for certain developments. This gives local people a chance to comment when there is still genuine scope to make changes to proposals.
- 1.5.3. North Warwickshire's SCI was adopted in April 2007 and as such predates relevant guidance and national policy. This document sets out that great importance is placed on community involvement in the planning process and that active involvement of communities, stakeholders and commercial interests should be carried out as early as possible to 'front-load'.
- 1.5.4. For planning applications, Officers recommend that the applicant undertake consultation at the pre-application stage in order to gain an appreciation of how well the proposal is likely to be considered. However, specific methods of consultation are not set out.
- 1.5.5. Informing people about policies and proposals in good time and enabling communities to comment on, and participate in, the development of planning applications are all effective means of pre-application consultation.
- 1.5.6. In order to achieve a sustainable, well-designed and high-quality environment, the project team has regularly held extensive and constructive discussions with officers at the Borough and County councils, has spoken to elected members, site neighbours and a wide range of local stakeholders.
- 1.5.7. The following chapters of this report demonstrate how the proposals have adhered to all national and local planning policy and guidance in respect of community engagement.

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<sup>1</sup> DCLG (2011), *Localism Act* – available:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/5959/1896534.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/5959/1896534.pdf)

<sup>2</sup> MHCLG (2021), *National Planning Policy Framework (July 2021 Version)* – available:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

<sup>3</sup> North Warwickshire Borough Council (2007), *Statement of Community Involvement* – available:

[https://www.northwarks.gov.uk/downloads/file/3483/statement\\_of\\_community\\_involvement\\_sci](https://www.northwarks.gov.uk/downloads/file/3483/statement_of_community_involvement_sci)

# 2

## APPROACH TO PUBLIC CONSULTATION



## 2 APPROACH TO PUBLIC CONSULTATION

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- 2.1.1. HE recognises the importance and value of involving local residents and organisations in the planning process and has taken a broad approach to engaging with stakeholders for the proposals.
- 2.1.2. The consultation programme has engaged, informed and involved stakeholders and members of the community. The principal activities undertaken as part of the pre-application consultation process were:
- Pre-application meetings with NWBC;
  - Delivering a presentation to NWBC Members;
  - Individual telephone calls to all members of the North Warwickshire Executive Board, Planning and development Board and Dordon Ward Members;
  - Inviting local people, business stakeholders and Local and Parish Councillors (elected members) to the virtual exhibition via a letter drop;
  - Offering to speak (virtually) or present to key stakeholders one-on-one or collectively;
  - Launching a website (<http://landne-j10m42.co.uk/>) to host a virtual public exhibition with plans and information on the proposals;
  - Providing a variety of feedback mechanisms and channels of communication for enquires; and
  - Responding to queries and requests for more information where appropriate.
- 2.1.3. The full details of these activities and the approach taken is outlined below. A summary and analysis of the feedback received through these various engagement methods is provided in Chapter 3, with a response to the key themes provided in Chapter 4.

### 2.2 PRE-APPLICATION MEETING WITH NWBC

- 2.2.1. Given the prominence of the site and the potential scale of development, the applicant has front-loaded the process, undertaking pre-application discussions with NWBC over a period of around 12 months.
- 2.2.2. A formal pre-application meeting was held (via video conference) on 26 November 2020. This meeting was attended by Jeff Brown (Head of Planning) and Dorothy Barratt (Forward Planning & Economic Development Manager) from NWBC and members of the project team, including HE and WSP acting as planning consultant.

### 2.3 POLITICAL STAKEHOLDER ENGAGEMENT

- 2.3.1. On 19 February 2021, WSP delivered a presentation to a group of NWBC Members to outline the proposals and provide an opportunity to raise any questions or queries. A copy of the presentation can be found at **Appendix B** with a screenshot of one of the slides at **Figure 2-1** below:

Figure 2-1: Extract of NWBC Presentation



- 2.3.2. During August 2021, in advance of the public consultation exercise commencing, SP Broadway (engagement consultant) contacted members of NWBC’s Executive Board, Planning and Development Board and Dordon Ward Members as the first stage in consulting a wider audience.
- 2.3.3. These calls introduced HE’s aspirations for creating “the Greenest Business Park in the West Midlands” and provided an overview of the proposals and key benefits. The following Members were contacted:

#### **Dordon Ward Councillors**

- Cllr Peter Morson (Ward Member for Dordon/Executive Board Member)
- Cllr Jacky Chambers (Ward Member for Dordon/Executive Board Member)

#### **Planning and Development Board**

- Cllr Mark Simpson – Chair
- Cllr Simon Rose
- Cllr Margaret Bell
- Cllr Tony Clew
- Cllr Jack Deakin
- Cllr Neil Dirveiks

- Cllr Colin Hayfield
- Cllr David Humphreys
- Cllr Ray Jarvis
- Cllr Barry Lees
- Cllr Judy MacDonald
- Cllr Dave Parsons
- Cllr Hayden Phillips
- Cllr Dan Hancock

#### **Executive Board**

- Cllr David Wright (Leader of the Council / Executive Board Chairman)
- Cllr Caroline Symonds
- Cllr David Reilly (Deputy Leader of North Warwickshire District Council)
- Cllr Jodie Gosling
- Cllr Dan Hancock

#### **Other Members**

- Cllr Marion Humphreys
- Cllr Andy Wright

2.3.4. Steve Maxey, NWBC Chief Executive, was also contacted by telephone to provide a pre-consultation briefing on the proposed development and forthcoming stakeholder engagement exercise.

## **2.4 BUSINESS COMMUNITY**

2.4.1. HE has been in frequent dialogue with leading members of the local business community to keep them abreast of the emerging proposals and provide personalised briefings. Parties include, but are not limited to, the following:

- West Midland Combined Authority (WMCA)
- Coventry & Warwickshire Local Enterprise Partnership (LEP)
- Royal Haulage Association (RHA)
- Logistics UK
- Coventry Chambers of Commerce (CCoC)

2.4.2. Discussions to date have been positive and dialogue will continue with the local business community during the application determination and beyond.

## **2.5 TAMWORTH BOROUGH COUNCIL**

2.5.1. Given that the application site is close to the local authority boundary with Tamworth Borough Council (TBC), just to the west of Junction 10 M42, HE met with members of the Planning Policy and Development and Growth and Regeneration Teams at TBC early on in the design process to provide details of the forthcoming proposals.

2.5.2. TBC was again contacted at the time of the public consultation going live to provided them with an update on the scheme.

## 2.6 WCC PUBLIC RIGHT OF WAY TEAM

2.6.1. HE has also held initial discussions with WCC Public Right of Way (PRoW) Team regarding the proposed development to help shape the application and overall benefits package. WCC PRoW were highly supportive of the proposed PRoW and footway/cycleway enhancements, indicating that the proposals align with Dordon Parish Council's (DPC) proposals being advanced in the emerging Dordon Parish Neighbourhood Plan.

## 2.7 OTHER CONSULTEES

2.7.1. HE has also undertaken early discussions with the following parties in relation to the proposed development:

- Health and Safety Executive (HSE) – who confirmed that it would not 'advise against' the proposals based on design (please refer to meeting notes contained at **Appendix C**)
- Cadent Gas
- Mainline Pipelines Limited

## 2.8 LOCAL EDUCATION PROVIDERS

2.8.1. Given that the Hub Office will incorporate on-site training facilities, as well as HE's commitments to apprenticeships and training being delivered at the site, both during construction and operation, HE has contacted several local employment and training providers to understand how the proposals can link in with existing programmes. Parties include, but are not limited to, the following:

- North Warwickshire Borough Council
- Tamworth Borough Council
- Tamworth Employment Action Group
- South Staffordshire Employment and Skills Board

2.8.2. So far, discussions have been positive and dialogue will continue with the local education providers and programmes during the course of the planning application and beyond.

## 2.9 PUBLICITY FOR PUBLIC CONSULTATION

2.9.1. In light of the ongoing COVID-19 pandemic, the public consultation strategy was progressed with social distancing guidelines in mind. WSP has undertaken a significant number of online consultations during the course of the pandemic and it has proven extremely effective. Online consultation drives inclusivity, reaches out to a far wider geographic area and tends to engage younger age groups who do not ordinarily attend traditional town hall consultation events, thereby leading to a broader spectrum of opinion. Furthermore, mindful of those who may be required to self-isolate and have concerns regarding COVID and are therefore housebound, online consultation allows such people to access all the information on the proposals and provide their feedback.

### Public Invitation letter

2.9.2. Local residents, site neighbours and occupiers of both residential and commercial properties were sent a letter inviting them to the virtual consultation (see **Appendix D**). This was distributed by post on 20 August 2021 to all properties within the boundary as shown in **Figure 2-2** below and reached a total of **1,147 properties**.

- 2.9.3. The letters sought to ensure that local people were aware of the proposals, were invited to the virtual exhibition and were provided with details of the website, email and telephone contact details of the project team.

**Figure 2-2 – Public consultation letter distribution area**



### **Ward Councillor Letter**

- 2.9.4. In addition to the aforementioned political stakeholder telephone discussions that took place prior to the consultation website going live, personal invitation letters were issued to the Ward Councillors to make them aware of the upcoming consultation. These letters can be found at **Appendix E**.

### **Telephone calls to Parish Councils**

- 2.9.5. Telephone calls were also made by HE to Polesworth and Dordon Parish Councils in advance of the consultation website going live to ensure Parish Councillors were aware of the forthcoming consultation. This was in addition to all Parish Councillors being issued with personal invitation letters, including an offer to speak (virtually) or present to them during the consultation period. Despite this offer, no request from either Parish Council was forthcoming.

- 2.9.6. In respect of Dordon Parish Council (DPC), it is noted in the emerging Neighbourhood Plan one of the 'key principles'<sup>4</sup> is to encourage pre-application community engagement between developers of major development, the community and the Parish Council. The applicant has clearly done so, however DPC have not at this point chosen to engage in any detail.

#### **Local media**

- 2.9.7. Media relations complemented the engagement programme to ensure that press coverage was published in local media. Reach PLC, which published both the Atherstone & Coleshill Herald and Tamworth Herald locally, was contacted in August 2021 to discuss a potential article covering the forthcoming public consultation proposals.
- 2.9.8. Local press coverage appeared in the Atherstone & Coleshill Herald and Tamworth Herald on 16 September 2021. Copies of press cuttings can be found in **Appendix F**. The same article was also published digitally (on 15 September 2021) on the Birmingham Live website:  
<https://www.birminghammail.co.uk/news/midlands-news/plans-build-greenest-business-park-21574085>

## **2.10 PUBLIC CONSULTATION**

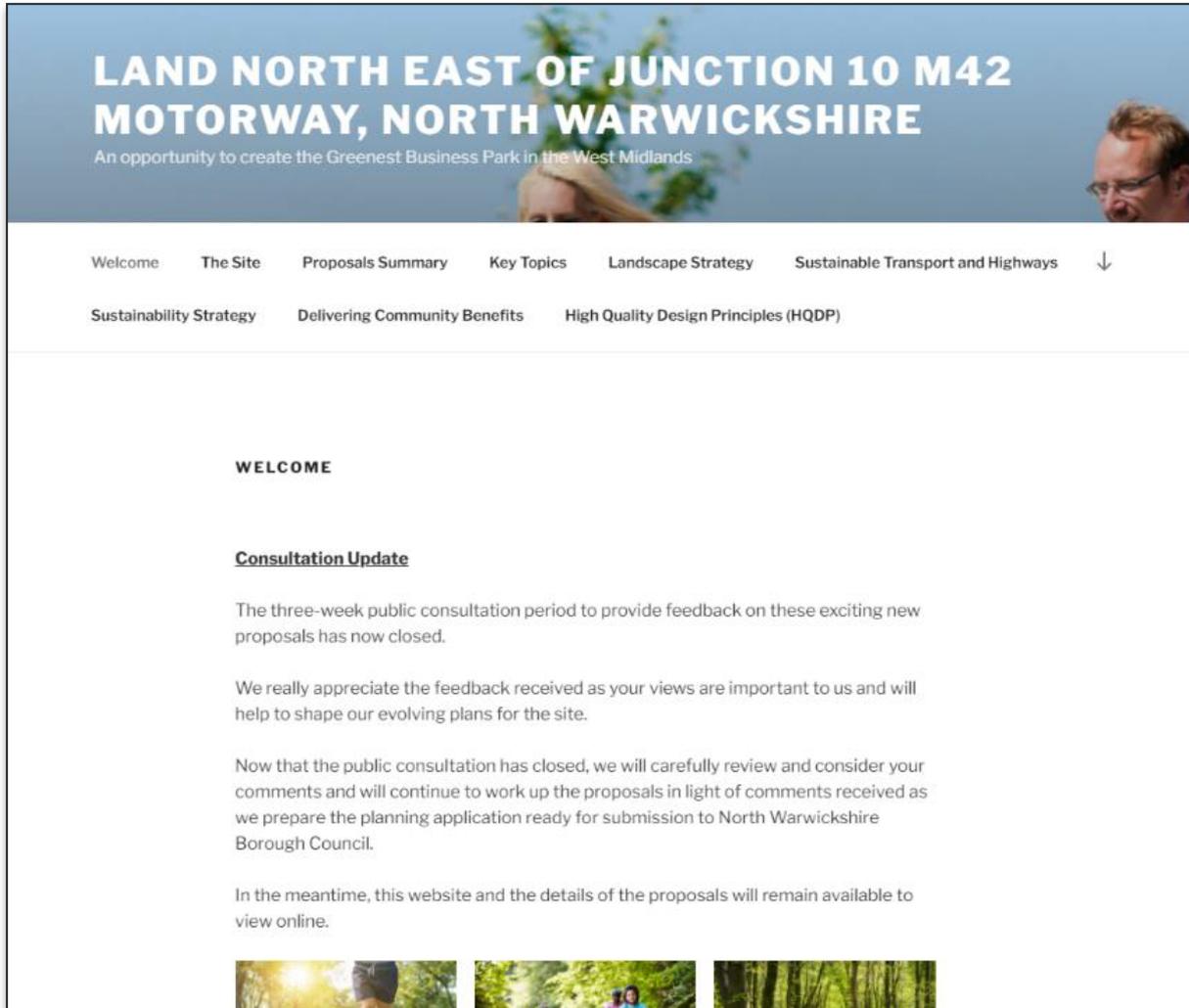
- 2.10.1. As stated at the outset, public engagement is vital in order to understand the opinions of local people and other stakeholders. As indicated above, the public engagement exercise comprised the following:
- Inviting local people, business stakeholders and elected members to the virtual exhibition via a letter drop (the extent of which is shown in **Figure 2-2**);
  - Launching a website (<http://landne-j10m42.co.uk/>) to host a virtual public exhibition with plans and details of the proposals;
  - Providing a variety of feedback mechanisms and channels of communication for enquires; and
  - Responding to queries and requests for more information where appropriate.
- 2.10.2. The consultation website went live with a landing page on Friday 20 August 2021 to coincide with receipt of consultation letters via post. The landing page advised visitors of the website of the forthcoming consultation live date.
- 2.10.3. The consultation ran between 25 August 2021 and 17 September 2021 allowing sufficient time for a review of the proposals and responses to be made.
- 2.10.4. All materials were available on the website from throughout the consultation and the website remains live throughout the lifetime of the planning application and throughout construction if planning permission is granted. The website will be kept under regular review and used as a means of communicating updates to stakeholders throughout the project lifecycle.

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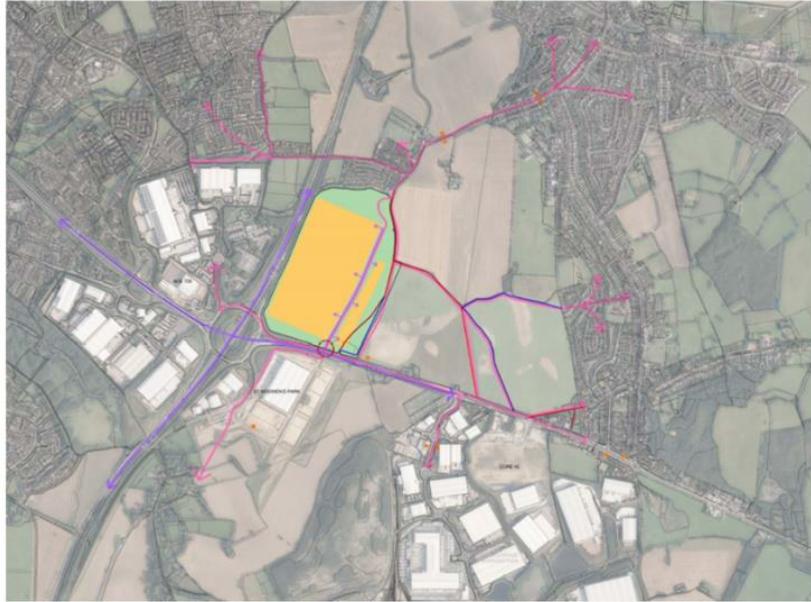
<sup>4</sup> Pre-Submission Dordon Parish Neighbourhood Plan, Paragraph 46

2.10.5. A series of screenshots below provide a snapshot of the website, its contents and the most recent update to the landing page which indicates that the period for providing feedback has now closed but all of the consultation material remains visible.

**Figure 2-3 - Consultation website extracts**



### Accessibility Plan



*Accessibility Plan showing improved cycle and footpath permeability for local residents to the existing*

### HIGH QUALITY DESIGN PRINCIPLES (HQDP)

The proposals will include a Design Code developed in conjunction with leading professionals to provide both an overarching framework and parameters for future reserve matters applications, to ensure that any future development of the site would be brought forward in a cohesive manner that respects the locational context.

As part of this Design Code a series of High Quality Design Principles (HQDP) have been developed as follows:

**HQDP 1:** Responding to the climate change emergency by designing in and future-proofing sustainability from the start across all aspects of building, infrastructure and landscape design, whilst allowing for adaptation and later enhancement to meet occupier requirements.



## 2.11 FEEDBACK MECHANISMS

- 2.11.1. GDPR-compliant feedback forms were made available on the website to submit comments, with the consultation window remaining open until 17 September 2021. A copy of the feedback form is contained at **Appendix G**.
- 2.11.2. Questions 1-8 were in relation to personal information pertaining to the respondent / organisation responding.
- 2.11.3. The central questions (questions 9-18) on the form were deliberately open-ended so as not to constrain respondents to a set list of options. The following sets out the questions asked:
- **Q9:** I have found the information provided about Land North East of Junction 10 M42 motorway, North Warwickshire:
    - Very informative
    - Quite informative
    - Not very informative
    - Very uninformative
    - Not sure/Don't know

(A response box was provided to allow respondents to expand on the reasons – **Q10**)
  - **Q11:** Please provide us with your thoughts on our landscape strategy.
  - **Q12:** Please provide us with your thoughts on our sustainable transport and highways strategy.
  - **Q13:** Please provide us with your thoughts on our sustainability strategy.
  - **Q14:** Please provide us with your thoughts on the proposed economic benefits.
  - **Q15:** Please provide us with your thoughts on the proposed social benefits.
  - **Q16:** Please provide us with your thoughts on the proposed environmental benefits.
  - **Q17:** Independent of the planning process, Hodgetts Estates is intending to work with local partners to establish a dedicated Community Fund to provide support towards local community projects. If this Fund were to be developed, are there any particular themes, projects or initiatives you would like to see supported?
  - **Q18:** Do you have any other suggestions for improving the proposals?
  - **Q19:** To what extent do you support the following elements of the proposals:  
(Please refer to **Appendix F**)
  - **Q20:** Do you have any other suggestions for improving the proposals?
  - **Q21:** Overall, do you support the proposals?



(A response box was provided to allow respondents to expand on the reasons)

- 2.11.4. A dedicated consultation email address and telephone number were also provided on both the website and the consultation letters to provide another means of engagement for those who did not want to complete the feedback form or had no internet access.

# 3

## PARTICIPATION AND FEEDBACK



## 3 PARTICIPATION AND FEEDBACK

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### 3.1 OVERVIEW

- 3.1.1. The focus of the consultation was to encourage comments and suggestions on the proposed development. The comments and suggestions received have been considered when shaping the final development that forms this planning application.
- 3.1.2. This chapter provides a summary of the feedback received from the various stages of the consultation exercise. The key themes are drawn out in the conclusion of this chapter, with responses to the key themes provided in Chapter 4.

### 3.2 NWBC PLANNING OFFICERS

3.2.1. As stated in Chapter 2, a pre-application meeting was held with NWBC planning and policy officers on 26 November 2020. The key discussion points and feedback received can be summarised as follows:

- The very strong market demand for a strategic-scale development at the site, supplemented by smaller units to support local Small-Medium Enterprises (SMEs) and an overnight lorry parking facility;
- The locational factors in favour of the site delivering such a development;
- The emerging policy position (at the time) supports such development in this area (Policy LP6a – now Policy LP6 upon adoption);
- NWBC were keen to see evidence of the employment need given the substantial employment schemes in the broader West Midlands (namely, Mercia Park, Hinckley Rail Terminal, Magna Park, DIRFT and Padge Farm);
- NWBC encouraged the inclusion of the SME units to provide a diverse employment offer;
- Energy efficiency measures and future-proofing vital to meeting climate change targets;
- NWBC were keen to understand the potential for the development to address skills and employment gaps and provide on-site community assets/benefits, noting that Polesworth and Dordon are two of the most deprived wards in North Warwickshire;
- The incorporation of upgrades to existing pedestrian/cycle routes was encouraged; and
- NWBC were supportive of the proposed consultation/community engagement approach.

### 3.3 POLITICAL STAKEHOLDER ENGAGEMENT

#### NWBC Member presentation (February 2021)

- 3.3.1. Key discussion points and feedback received from the NWBC Member presentation on 19 February 2021 can be summarised as follows:
- How long does it take for the tree planting/screening to grow to full maturity?
  - Can the landscaping include bunding to increase the height of the tree planting/screening?
  - Will the subsoil and topsoil be utilised within the site?
  - Will all of the landscape mitigation measures outside of the red line boundary be secured against future development via a legal agreement?
  - Area is in the 'meaningful gap' and no logistic facilities should be built in this location

- Why not build the proposals on land owned by Hodgetts Estates adjacent to Birch Coppice outside the meaningful gap?
- Can the community fund be used to alleviate some of the issues in the wider area / community?
- Would the overnight lorry park be available for commuters/public?
- What proportion/volume of freight would come through the Birmingham Intermodal Freight Terminal (BIFT)?
- Traffic and congestion issues particularly on the A5
- Impact of HS2 Phase 2b line
- NWBC does not have a shortage of jobs and the economic benefits aren't required
- Who are the likely occupiers?
- What job opportunities would be provided?

### Pre-public consultation engagement (August 2021)

3.3.2. As part of the wider consultation and following on from the NWBC Member presentation in February 2021, during August 2021, telephone calls were placed with political stakeholders to gain the views of the Ward Members, Members of the Planning and Development Board and Members of the Executive Board. An extract of the recurring themes in the feedback received is provided below:

#### Extract of comments received

*Against development in the 'meaningful gap' and believes no logistic facilities should be built in this location as there are already too many.*

*Traffic in the area on the A5 is already too much.*

*Cycling routes and footpaths would be a 'positive'.*

*North Warwickshire is an 'importer of jobs' and does not have a shortage of jobs.*

*When you have a motorway junction you have a logistics opportunity. This makes the site a good logistics location, so can understand why Hodgetts Estates are keen to consult and bring forward a planning application.*

*Logistics seems natural in the area as HGV's can get to any part of the country in a day, to the Scottish borders or the south coast.*

*Anything offering decent HGV facilities would be welcomed by drivers, but an increase in HGVs parking locally might concern residents.*

*Push for the climate change agenda forward so cycling to work initiatives and electric vehicle charging points are important.*

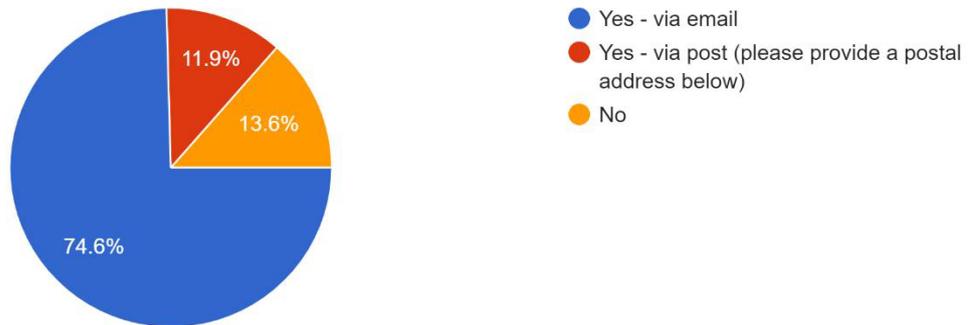
*The location is really good for logistics as it has good connectivity to all parts of the country.*

*Logistics is not essential in the area, stating North Warwickshire 'already has enough' and the borough is in need of more high-skilled jobs.*

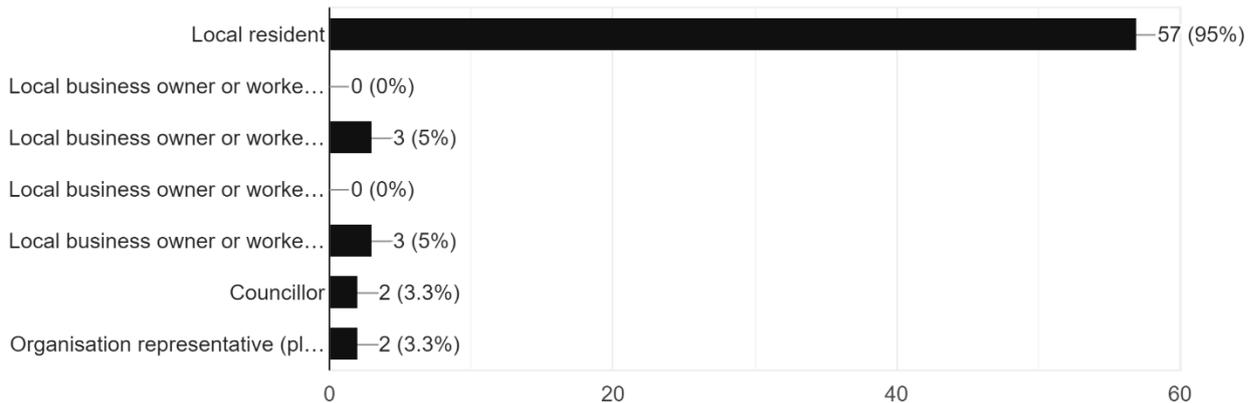
### 3.4 PUBLIC CONSULTATION RESPONSE

- 3.4.1. A total of **60** responses from local residents were completed via the questionnaire and a further **8** responses by email. Of these, the vast majority were from residents located in close proximity to the site, however there were a few respondents located further afield.
- 3.4.2. A breakdown of each question and extracts of the responses are given below to provide a balanced view of opinion.

Would you like to be updated on the proposals moving forwards?  
59 responses



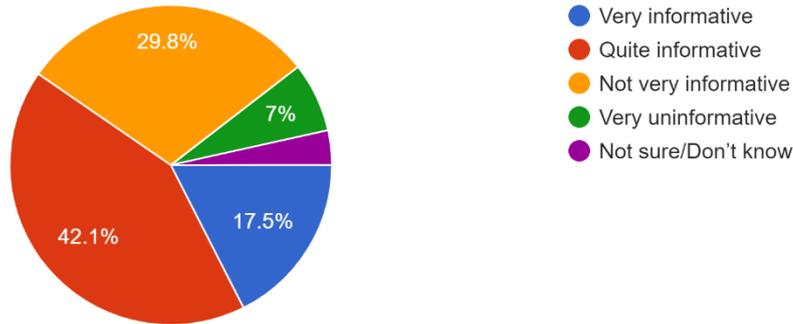
Are you a? (select those applicable)  
60 responses



Q1: Have you found the information provided about Land North East of Junction 10 M42 motorway, North Warwickshire informative?

I have found the information provided about Land North East of Junction 10 M42 motorway, North Warwickshire:

57 responses



Please use this space to expand on your reasons for this response.

**Extract of comments received**

*"Information on the plans are very good and what exactly you want to do."*

*"I would have liked to have seen details about how the extra traffic on the A5 will be accommodated regarding lorries travelling west bound towards Atherstone. I would have liked to have seen details of any archaeological work planned. It would have been helpful to have more details of combatting air pollution."*

*"Its very detailed and welcomed as it is 100% needed."*

*"I would prefer more detailed pictures about what is actually going to be at the site and facilities that will be available for HGV drivers."*

*Simply written, useful plans, clearly set out. A key on drawings would have been useful.*

*"I would need more information regarding transport access onto the site. Exactly how much of the meaningful gap between Tamworth and Polesworth and Dordon would be used and why this proposal has been allowed when residents were promised there would be no erosion of this site. How does a lorry park give local residents job opportunities."*

*"it was quite informative, but I still do not agree with it"*

*"I find it quite informative however it gives no details of what kind of business will be occupying the site."*

Please provide us with your thoughts on our landscape strategy:

**Extract of comments received**

*"Landscape sounds good on paper but will not replace our open views and privacy and peace and quiet that we have at the moment."*

*"Very concerned about the impact of this development on residents of Birchmoor relating to the very close proximity of the development to many homes in Birchmoor."*

*"If it looks the same as pictures then yes it looks ok but what about noise pollution for nearby neighbours"*

*"Will help with the local environment and sustainability"*

*"I like the idea of a nature reserve area, but I'm concerned about the length of time it takes for these areas to mature and the damage done to the nature already here during the build"*

*"The landscape proposal looks very good"*

*"It sounds very promising but a more in-depth view plan would have been appreciated"*

*"It looks excellent, but it needs to be followed through, there will be a lot of people ensuring the final result is as outlined in the strategy."*

*"The landscape should be left exactly how it is, we soon won't have any green fields around here."*

Please provide us with your thoughts on our sustainable transport and highways strategy:

**Extract of comments received**

*"The road networks cannot cope as it is. Adding more traffic to the roads will only make it worse and unsafe for residents"*

*"The stretch of A5 around all of the industrial areas are already busy roads. There are frequent problems with the traffic flow around junction 10"*

*"Welcomed. Proposals with regard to Junction 10 will be critical. Consideration to be given to siting cycle links parallel to A5 but off line within landscaped route."*

*"I feel that the area would benefit from this but would like more details of disruption that will be caused whilst the work is undertaken"*

*"I'm impressed with the improvement in cycling/walking links but it remains to be seen how many employees will actually choose these options. Having showers readily available should help."*

*"The A5 is under huge pressure, as is J10M42. This scheme would add more heavy vehicles to damage the road, more traffic and more pollution. It would decrease air quality, increase traffic noise through dordon and decrease the quality of life of residents."*

**Please provide us with your thoughts on our sustainability strategy:**

**Extract of comments received**

*"Having read through these I can only hope that it brings the benefits required and which are much overdue. We all need to be playing our part in this"*

*"I believe all new sites should adhere to the sustainability standards you have listed. But before we look at how to build these buildings, I believe we need to take a step back and assess whether the building are needed in the first place."*

*"Welcomed, subject to proposals being secured by an appropriate conditions."*

*"Solar energy is a great idea. As outlined, there is a lot of scope to reuse materials on site. I have concerns about the amount of material that will need to be created and transported to site though. The construction phase will be difficult for the local area."*

*"I think this is well thought out and hope it will be executed as detailed"*

**Please provide us with your thoughts on the proposed economic benefits:**

**Extract of comments received**

*"There are none, there isn't a local demand for any employment there, many people who were employed there have now returned to their EU states"*

*"The local area is clearly booming and becoming a real centre of industrial commerce, this proposal will be a big part in this and the benefits are immense, it is great to see local businesses putting something back into the local economy. The plans to have smaller units for the smaller business are exactly what is required, assuming rent and rates are offered at a good price, then this will be very popular and what is needed as there are already more than enough larger units in this area."*

*"There is a lack of clear business justification and no data to evidence the current economic landscape of the local area and future impact."*

*"Welcomed, potential for planning condition to promote local employment / apprentice schemes on the construction / completed development should be considered."*

*"There are already units in the area that are sat empty and for let. If they can't let out the ones already built, then why build more?"*

*"Job creation is always good. Along with HS2, Tamworth and surrounding areas will improve."*

**Please provide us with your thoughts on the proposed social benefits**

**Extract of comments received**

*"The hub and cycleways are a great idea also the idea of information boards."*

*"I think there is scope for more social benefits if the community want that, in the design of the area."*

*"We already have an area of outstanding beauty. Sticking a lorry Park on the site and industrial units will not enhance the area socially."*

*"No benefit socially due to Traffic and Noise generated by proposed site."*

*"There would be no social benefits as far as I can see and as explained above I would expect to see an escalation in antisocial behaviour due to the proposed development."*

*"Job creation is always good. Along with HS2, Tamworth and surrounding areas will improve."*

**Please provide us with your thoughts on the proposed environmental benefits:**

**Extract of comments received**

*"I believe that the proposed benefits will be lost/minimal compared to the loss of green space and increased pollution caused by the vehicles using this space"*

*"Lots of great ideas however there is a problem with air pollution at present and this will only increase with the new development so not sure whether Dordon actually benefits."*

*"The plans sound great and are very detailed, I await the developments and look forward to seeing it grow and develop."*

*"Welcomed subject to further detail. Whilst the farmland is monocrop it will have an ecological value. Offsite mitigation will need to encompass the loss of such land."*

*"There are none is taking away an already great environment."*

*"Reinstatement of hedgerows is fantastic as is the planting of plenty if trees. The provisions for wildlife is great. Noise levels will increase however."*

*Independent of the planning process, Hodgetts Estates is intending to work with local partners to establish a dedicated Community Fund to provide support towards local community projects. If this Fund were to be developed, are there any particular themes, projects or initiatives you would like to see supported?*

#### **Extract of comments received**

*"Plant more trees not warehouses to add to the pollution already caused by the factories already being erected!"*

*"Environment, children's activities."*

*"Local leisure facilities, swimming baths."*

*"Improvement of surrounding public footpaths - signage, removal of obstructions etc Litter picking of surrounding road networks Landscape Management of the A5 corridor."*

*"Library services. Renewable energy. Ideally providing renewable energy to power libraries."*

*"Wildlife regeneration, help for the elderly and disabled."*

*Do you have any other suggestions for improving the proposals?*

#### **Extract of comments received**

*"Landscaping improvements to the A5 corridor. Removal of lorry parking layby on the A5 and restrictions to lorry parking in the local area."*

*"Restrict the transport of goods to rail only to reduce local air pollution."*

*"Remove the lorry park. It's highly polluting and no one would want 150 lorry's to be parked in their back garden."*

*"Anything that helps HGV drivers would be a great improvement in the area, I would like to see free showers and clean facilities. Also, a restaurant or catering facility that serves healthy options at a reasonable price would be greatly appreciated as drivers should not have to resort to pre-packed or typical*

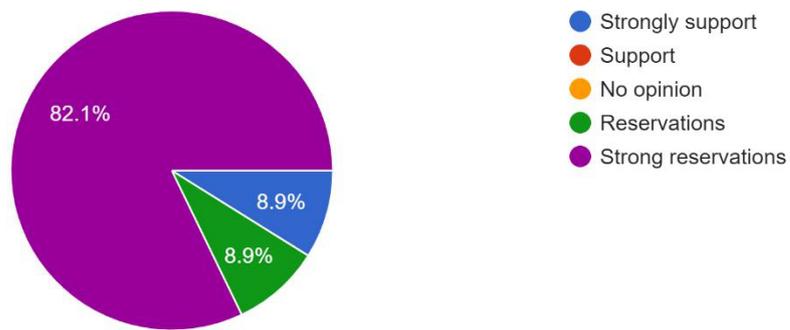
*fast food when possibly in the middle of a 15-hour shift. Well thought out, nutritious food options would help with both levels of alertness and overall health."*

*"Blend the colours of the building into the landscape like I've seen in Europe as it is much more pleasing to the eye."*

**Overall, do you support the proposals?**

Overall, do you support the proposals?

56 responses



**Please use this space to expand on your reasons for this response**

**Extract of comments received**

*"I am really keen to see the landscaping and what you do for the environment/wildlife in the area. The fitness section sounds great. More jobs and money into the area are always a bonus."*

*"Not needed or wanted, too many industrial units and estates in this area."*

*"Although I see the need for this sort of development I strongly disagree with the location."*

*"The area in question is the Meaningful Gap. Designated to provide a clear gap between Tamworth and Dordon/Polesworth. Whilst you make your proposal sound attractive essentially it would be the loss of yet more of our landscape."*

*"It is much needed, and the plans are ideal for the area to be brought into a much needed use."*

*"Subject to further detail and greater understanding of the development I i would not have any reservations about the proposal."*

*“There are next to no facilities anywhere where the health and wellbeing of the driver is put first like with the outdoor gym in this proposal. HGV drivers keep the country running and, as professionals in their field, they deserve the respect and care that others are afforded on a regular basis. It is encouraging to see a developer put so much thought into creating a space for them that will actually enhance their lives, rather than just thinking about how to make money from them parking there. I think the facilities will be very well received by the driving community at large.”*

*“The development of this area was inevitable; it is sad to lose more farmland but I think the benefits outweigh the negatives. The planned work is great.”*

*“The roads need upgrading, and measures put in place to stop people and lorries using the villages roads before any building takes place.”*

## COMMENTS FROM EMAIL RESPONSES

3.4.3. **8** responses were also received via email to the contact details provided. To summarise, some of the key comments received are listed below:

### Extract of comments received

*“The proposed building and landscaping sites are very likely to disturb Neolithic finds, also Romano British features and possibly a Medieval settlement as well as the foundations of Hall End Hall and its formal gardens.”*

*“I have only just read about your proposals to develop this site. As a local Tamworth resident I was very interested to see the plans and pleased to read about the sensible suggestion to provide a well-equipped lorry park combined with the proposed sustainable, ecological development of the site.”*

*“I can see no reason to object to the plans however I am concerned that all the traffic from the site will be coming towards Dordon in order to travel either east or west and then have to travel back up to the M42 roundabout unless there is going to be another set of lights to allow traffic to turn west directly onto the M42 roundabout. If this is the case then there could be more problems on the M42 roundabout with vehicles cueing around it even more than they do at present.”*

*“This seems a brilliant project.”*

- 1. The area is one of natural beauty with a lot of wildlife that will be lost once buildings are there.*
- 2. The loss of unspoilt views that support the wellbeing of local residents.*
- 3. The increase in traffic to the A5 and surrounding roads.*
- 4. The loss of the natural areas around Dordon with the planned residential development east of Dordon.*
- 5. There are a number of dormant logistics buildings within the area, why do we need more buildings when current ones are not being used? As of 03/09 there are six vacant buildings and two more being built.”*

*“A lorry park for 150 HGVs would create so much more noise and pollution, without the eyesore of even more units in the area.”*

## 3.5 SUMMARY OF KEY THEMES

- 3.5.1. Overall, opinions varied across a wide spectrum of views from opposition to the proposals to strong support. The common issues and themes to emerge from the community engagement process can be summarised as follows:
- There is general support for job creation and local employment, particularly the provision of SME units.
  - Concerns that there is not sufficient capacity on highway network to accommodate the proposals and that the A5 is already busy.
  - Additional traffic from this new site east-bound on the A5 will increase air pollution in Dordon to the detriment of the residents of Dordon.
  - The scheme having a negative impact in terms of sustainability.
  - There has been a large increase in logistics development in the nearby area and as such there is a feeling that there is no need for more of this type of development.
  - Whilst a number of stakeholders were concerned by the impact on the open countryside in terms of visual amenity, there were a number of stakeholders in support of the proposed landscaping scheme to mitigate visual impact.
  - The area is the Meaningful Gap/Strategic Gap which is designated to provide a clear gap between Tamworth and Dordon/Polesworth.
- 3.5.2. These key themes are discussed, and the applicant's response to the concerns raised is provided, in Chapter 4.

# 4

## RESPONSE TO FEEDBACK RECEIVED



## 4 RESPONSE TO FEEDBACK RECEIVED

- 4.1.1. HE is extremely grateful for the time taken by stakeholders to review the consultation materials and to provide feedback on the proposals. The feedback received throughout the stakeholder engagement exercise has indicated a wide spectrum of opinions, issues and suggestions for the proposals. Feedback has been both supportive and unsupportive of the proposals and has ultimately helped shaped the proposals.
- 4.1.2. The key issues and queries raised from each stage of the consultation exercise (as summarised in Chapter 3) have been summarised into recurring/key themes and are outlined in **Table 4-1** together with responses on behalf of the design team.
- 4.1.3. The following responses are provided in a summary format only given the application is supported by an Environmental Impact Assessment and various other design and technical documents which provide a more comprehensive assessment, analysis and justification for the proposed development.
- 4.1.4. Noting that permission for the proposed development is sought in outline with details of access in full and all other matters reserved including layout, appearance, scale and landscaping, not all of the feedback requires a response at this stage of the process, rather it will continue to inform the future design of the development and be dealt with at reserved matters planning stage.
- 4.1.5. All respondents were informed that the planning application would be supported by a range of technical reports and supporting plans providing further information of the proposed development and that when the planning application is submitted, they would be able to submit comments direct to NWBC who will consider these when determining the application.
- 4.1.6. HE remains committed to listening to feedback and considering changes where necessary.

**Table 4-1: Summary of key themes/queries raised during engagement exercise and responses**

Traffic, Transport and Highways	Response
<p>Concerns about the capacity on the highway network to accommodate the proposals, noting that the A5 is already busy.</p>	<p>HE's transport consultant has been in close contact with National Highways, WCC Highways and SCC Highways to ensure that the development and associated trip generation and proposed access arrangement meets the necessary requirements in terms of highways safety and impact. It is expected that some improvement measures may be necessary.</p> <p>The current approach seeks to avoid impact on A5 at peak times and promotes sustainable means of transport.</p> <p>A Transport Assessment has been prepared to consider the implications of the proposed development on the local highway network and this approach has been agreed with WCC's Highways and National Highways.</p> <p>A site wide Travel Plan will also be enforced on future occupiers of the development. The proposals incorporate enhancements</p>

	<p>to Junction 10 of the M42 and would also improve the bus stop at the site frontage.</p> <p>HE is aiming to create synergy with the existing residential areas which will be further enhanced by the proposed cycle and pedestrian links that will run through the site into the surrounding area.</p>
<p>Concerns that additional traffic from the development east bound on the A5 will increase air pollution in Dordon to the detriment of the residents of Dordon.</p>	<p>An Environmental Impact Assessment has been carried out which rigorously assesses the impacts on a number of environmental topics and sensitive receptors, including air quality.</p> <p>The Air Quality Assessment has undertaken a detailed assessment, including dispersion modelling, of the likely air quality impacts during construction of the development and once operational. For robustness, the operational phase assessment included assessment of impacts in the anticipated opening year (2026) and also a future year scenario (2041).</p> <p>Construction phase impacts will be short-term and of negligible significance following the implementation of mitigation measures, which will be required by planning condition to control construction activities.</p> <p>The modelling concludes that, for the opening year (2026) scenario, the impact of the proposed development on local air quality is negligible and the impact is therefore adjudged to be not significant.</p> <p>The modelling demonstrates that the concentrations predicted for the future year (2041) scenario are lower than for the opening year (2026). This is due to the significant improvements in fuel and vehicle technology expected in the years following the implementation of the proposed development. The concentrations predicted are well below their respective objectives in legislation and guidance.</p> <p>Overall, the proposed development will not result in any adverse impacts in terms of air quality.</p>
<p>Questions asking what proportion/volume of freight would come through the Birmingham Intermodal Freight Terminal (BIFT)?</p>	<p>MDS Transmodal has prepared a 'Rail Freight Connectivity' report which forms part of the submission pack.</p> <p>The report estimates the volume/proportion of freight movements which could realistically come to/from site via rail (BIFT and Hams Hall Freight Terminal) using its inhouse 'GB Freight Model' which produces forecasts for, amongst others, DfT, Network Rail, TfN and Midlands Connect.</p> <p>The results confirm that 122 loaded HGV-equivalent units (in and outbound) would be via rail across the 24-hour period, equating to 10% of the total for the site. It is estimated that the modal shift from road to rail at this site will generate a saving of just under 5,800 tonnes of carbon dioxide equivalent per annum.</p>

The Need Case	Response
Evidencing the need case	<p>A comprehensive need case has been prepared and submitted as part of the application, specifically in the following documents:</p> <ul style="list-style-type: none"> <li>■ JLL Employment Land Assessment;</li> <li>■ Nicol Economics Economic Need Assessment;</li> <li>■ MDS Transmodal Lorry Parking Need Assessment; and</li> <li>■ WSP Planning Statement.</li> </ul> <p>Whilst there is a plethora of publications and research evidencing the need for strategic scale employment development in this location, a key part of the need case is the West Midlands Strategic Employment Sites Study (WMSESS 2021) report which identifies four ‘Key Locations’ / ‘clusters’ where the focus for identifying strategic employment sites should be.</p> <p>Area 2 is identified as one of the areas of greatest need for strategic scale employment. The site lies within this area and adjacent to a motorway junction. Furthermore, the WMSESS 2021 study scored the site as the best performing out of 50 sites across the West Midlands in terms of suitability to accommodate this identified need, when measured against a range of criteria. Policy LP6 of the newly adopted Local Plan provides the planning policy mechanism for sites in this location to come forward for employment use.</p> <p>The aforementioned documents also set out a comprehensive assessment of need and justification for development at the site.</p>
Encouraged inclusion of SME units to provide a diverse employment offer	<p>Whilst the majority of the floorspace for which permission is sought would be for Class B8 storage and distribution use, a flexible permission is sought which also enables the provision of Class B2 (general industrial) and Class E(g)(iii) (light industrial). This diverse employment offer would, particularly through the Class E(g)(iii) floorspace, enable locally based Small-Mixed Enterprises (SMEs) to take up smaller units at the site and benefit from the strategic location whilst remaining in North Warwickshire.</p>
Who are the likely occupiers?	<p>There have been several prospective occupiers without having actively marketed the site given the strong suitability of the site to accommodate strategic employment development. For strategic sites in strategic locations such as this, the type of companies tends to be FTSE 500 / ‘blue chips’ looking for campus and headquarters type facilities, including grocers, retailers, online retailers and third party logistics firms.</p>
What job opportunities would be provided?	<p>The development will provide a range of employment uses and unit sizes to promote a mix of employment providers and types.</p>

	<p>A substantial amount of storage and distribution warehouse space will be provided (as this is demanded by the market), complimented by a range of smaller 'starter' / 'incubator' units targeted at local SMEs for general industrial use as well as light industrial use.</p> <p>The ancillary hub office would incorporate education and training facilities for use by site occupiers and potentially to tie in with contributions towards further education / training for local residents.</p>
<p>Concerns that as there has been a large increase in logistics development in the nearby area, there is no need for more of this type of development.</p>	<p>Recent research published by industry experts identifies record levels of 'take up' of logistics and industrial buildings in the West Midlands over recent years (exacerbated by COVID-19 and Brexit) which has eroded the supply of available land/buildings across the region to an all-time low. Research undertaken for the purpose of the planning application indicates that the area with the most acute shortage of logistics and industrial land/buildings is along the M42/A5 corridors.</p> <p>Within the newly adopted Local Plan (2021), a new strategic employment policy has been included to account for the accepted strategic need along the M42 corridor. The WMSESS evidenced this need as being immediate and scored this site best out of 50 sites across the West Midlands in terms of suitability to accommodate this identified need. These include:</p> <ul style="list-style-type: none"> <li>■ The site is located on the strategic road network in the centre of the country, allowing the sustainable movement of goods throughout the UK</li> <li>■ HGV parking needs to be in this location as this is where the A5 and M42 meet which are key arterial routes.</li> <li>■ The site is located within 11 miles of 2 rail freight interchanges (Hams Hall 11 miles) &amp; Birmingham Intermodal Rail Freight at Birch Coppice (0.5 miles).</li> <li>■ Significantly, it is the only 'best scoring' site outside of the Green Belt.</li> </ul>
<p><b>Location / Strategic Gap</b></p>	<p><b>Response</b></p>
<p>If approved, there is a concern that further development would take place in the Strategic Gap.</p>	<p>It is proposed that the areas required for the offsite landscape mitigation measures will be covered under a legal agreement with NWBC to ensure that they are delivered in perpetuity and cannot therefore be built upon in the future. In addition, the 156m inner consultation zone for the high pressure gas main which is located immediately east of the site boundary and minimum 65m wide landscape buffer in this location will counteract development pressure from the site spreading east across the Strategic Gap.</p>

<p>Questions as to why the proposals cannot be built on land adjacent to Birch Coppice outside the meaningful gap or utilise existing vacant units along the A5?</p>	<p>The WMSESS 2021 report identifies four 'Key Locations' / 'clusters' where the focus for identifying strategic employment sites should be. Of these clusters, evidence demonstrates that 'Area 2' (the M42 corridor between junction 2 and junction 10) shows a critical need for strategic scale (over 100,000sqft+) industrial / warehousing development and floorspace of the type proposed.</p> <p>The upsurge in take up due structural changed accelerated by the global pandemic and Brexit, has exacerbated the available land supply constraining business and the economic recovery.</p> <p>There is insufficient land at Core 42 or other existing employment sites along the A5 to deliver a strategic employment site of the type required and as defined in the West Midlands Strategic Employments Sites Study May 2021 (para. 1.16 of the WMSESS 2021: "<i>they are large sites, providing at least some 25 ha and often much more</i>").</p> <p>The type of site and credentials required to meet the definition of a <i>strategic employment site</i> are stringent. Location, size and proximity to strategic road and rail infrastructure is critical.</p> <p>The WMSESS 2021 study scored the site as the best performing out of 50 sites across the West Midlands in terms of suitability to accommodate this identified need.</p>
Visual Impact / Strategic Gap	Response
<p>Concerns about development in the Strategic Gap.</p>	<p>This is an area that the design team has considered very carefully. The developer has employed the services of one of the UK's leading landscape architectural practices SLR.</p> <p>SLR have undertaken a landscape and visual impact assessment within a zone of visual/theoretical influence, details of which are set out in the ES.</p> <p>The assessment findings demonstrate that, subject to the significant proposed on and offsite mitigation measures, an improvement in the functionality of the Strategic Gap can be achieved whilst the separate identities of Tamworth and Polesworth &amp; Dordon can be maintained and enhanced.</p>
<p>Concerns about the impact on the open countryside in terms of visual amenity.</p>	<p>Whilst a development of this scale will undoubtedly be visible from some viewpoints in the surrounding areas, the intervisibility of the site and surrounding areas will be minimised as far as possible through a combination of factors, including:</p> <ul style="list-style-type: none"> <li>■ Excavating earth at the site to provide a development plateau that is below existing ground level and therefore reduce overall building height;</li> <li>■ Provision of a substantial landscaping buffers to the north, east and southern boundaries of the site with dense tree</li> </ul>

	<p>planting and naturalistic earth mounds within to provide screening and soften the visual impact of the development;</p> <ul style="list-style-type: none"> <li>■ Maintaining the offsite landscape mitigation measures (e.g., native woodlands, hedgerows and community orchard) the east of the site as Strategic Gap to ensure a significant no development zone remains.</li> </ul>
<p>Questions about the length of time for planting/screening to mature.</p>	<p>The existing and proposed verified views which form part of the Landscape &amp; Visual Impact Assessment contained in the ES (Volume 2 and 3) show the trees at 15 years from planting with the built form almost entirely screened from sensitive views from Birchmoor and Dordon. However, in reality, the tree planting/screening would continue to grow and mature beyond the 15 year period so ultimately would provide greater screening as time passes.</p> <p>In the short to medium term, the proposed landscaped bunds and formation of a development plateau below existing ground level will ensure partial screening of the development from Day 1 whilst the planting matures. The use of interspersed adolescent and semi-mature trees in the planting scheme will also provide an instant screening effect.</p>
<p>Questions about whether landscaping will include bunding to increase the height of the tree planting/screening.</p>	<p>Subsoil and topsoil from the site will be used to create naturalistic earth mounds where necessary, particularly to sensitive parts of the site north and east of the development plots.</p> <p>Furthermore, this approach to having a subsoil and topsoil balance across the site is more sustainable than importing and/or exporting material and will avoid the need for waste arisings going to landfill.</p>
<p><b>Community Benefits</b></p>	<p><b>Response</b></p>
<p>Questions about whether the community fund can be used to alleviate some of the issues in the wider area / community</p>	<p>The fund will be available to all residents potentially affected by the development including but not limited to the wards/parishes of Dordon, Polesworth West, Polesworth East, Hurley and Woodend, and Kingsbury.</p>
<p>Questions asking whether the overnight lorry park can be available for commuters/public</p>	<p>The lorry parking facility will provide a minimum of 2 hours of free parking to all lorries in safe and secure premises with on-site amenities (showers, changing rooms, WCs, laundry, gym, hot food and convenience store, etc).</p> <p>Also, it is worth noting that as a specific result of comments received through this exercise, the proposals now incorporate a laundry and gym facility at the overnight lorry park.</p>

<p>Questions asking what potential exists for the development to address skills and employment gaps in Polesworth and Dordon</p>	<p>The proposed development would deliver substantial employment benefits in both construction and operational phases.</p> <p>Implementation of the development would include a significant construction period (at least a year) which would generate turnover and temporary employment for construction firms and related trades, as well as construction training opportunities.</p> <p>There will be opportunities to provide training, apprenticeships and work experience in a range of construction trades. For example, there will be opportunities for local young people to gain NVQ Level 2 and Level 3 training and practical experience in a range of different construction and engineering trades. Initiatives of this sort are typically run by a training provider in partnership with the main contractor for the construction programme.</p> <p>It is estimated that the development would generate 255 to 283 person years of temporary construction employment. This is equivalent to 255 to 283 construction workers being employed on a full-time basis for twelve months.</p> <p>Once operational, the proposed development is anticipated to generate up to an estimated 1,232 gross jobs on site, which will be supported by up to 370 permanent jobs in the supply chain at the local level and up to 694 permanent jobs at the regional level.</p> <p>In the interests of robustness, the socio-economic assessment contained in the ES includes a number of variables to account for potential job displacement, leakage and multiplier effects. With these variables factored in, it is estimated that the proposed development would create 776 to 1,295 FTE net additional jobs at the local level, with an additional 471 to 786 FTE jobs at the regional level. Taken together, the proposed development could support up to 2,081 FTE permanent jobs throughout the region.</p> <p>The proposed development therefore provides a significant opportunity to address the local jobs and skills gap by directly employing and training local workers during the construction and operational phases. There will also be supply chain jobs generated as a result.</p> <p>Furthermore, in direct response to feedback from planning officers during pre-application discussions, HE changed the scheme to include a Hub Office which will act as a site office incorporating management suite, security and maintenance functions and a marketing space during construction of the buildings. The Hub Office will also act as a communal training facility for use by local training and education programmes associated with the site as well as site occupiers. These parties will be able to use the communal facilities including meeting room, presentation room, computer suite and office space.</p>
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Sustainability	Response
<p>Concerns that the scheme will have a negative impact in terms of sustainability</p>	<p>HE is committed to sustainability and has set a very high bar for the development. The ambition is for this to be ‘the Greenest Business Park in the West Midlands’.</p> <p>Some of the overarching sustainability principles, which have been embedded in the scheme design from the outset, are as follows:</p> <ul style="list-style-type: none"> <li>■ Respond fully to planning requirements for sustainable design and construction;</li> <li>■ Targeting a BREEAM ‘Excellent’ rating for all buildings (BREEAM being the internationally/nationally recognised sustainability standard);</li> <li>■ All speculative buildings to be built to ‘UK Green Building Council’s Net Zero Carbon Ready’ standard for construction;</li> <li>■ Minimise water consumption during site operation;</li> <li>■ Develop a Travel Plan to minimise impacts on the local transport network;</li> <li>■ Electric vehicle (EV) charging points and rapid charging points installed to all buildings;</li> <li>■ Generate at least 10% of energy from on-site renewable or low carbon sources, and ensure the buildings can easily accommodate future connections to advancing technology;</li> <li>■ Ground and/or air source heat pumps to provide heating for all offices;</li> <li>■ All electricity to sitewide infrastructure (street lighting, Hub Office, etc) to be 100% renewably generated;</li> <li>■ Conserve and enhance biodiversity, to achieve a significant net gain in site value;</li> <li>■ Select low environmental impact and bio-based materials that also provide good insulation; and</li> <li>■ Minimise construction waste.</li> </ul> <p>A Design Guide has been submitted as part of the application which, if approved, would provide overarching parameters within which future development (to come forward via reserved matters applications) must adhere to, thereby ensuring that HE’s aspirations for creating the ‘Greenest Business Park in the West Midlands’ can be fulfilled.</p>
Other matters	Response
<p>Potential archaeological sites and whether there are plans for a full archaeological survey and excavation</p>	<p>There are ongoing trial trenching and extensive archaeological investigation work has been carried out to date.</p> <p>It is anticipated that a planning condition will be imposed requiring the undertaking of archaeological excavation works as part of the mitigation strategy.</p>

	<p>Further details of the archaeological works undertaken and the findings to date are set out in ES Volume 2: Chapter 14.</p>
<p>Concerns from a neighbour to the north of the site in Birchmoor and potential visual impact.</p>	<p>In addition to the creation of a development plateau below ground level, the proposal comprises substantial areas of green infrastructure (over 9ha) principally to the north, south and east of the development plots, incorporating open space, parkland, planting, landscaping, public rights of way, footways/cycleways, sustainable urban drainage measures and a variety of wildlife habitats, providing a development offset in sensitive locations to the north and east of generally between 65m and 134m from the built development edge to the site boundary.</p>

# 5

## CONCLUSION



## 5 CONCLUSION

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- 5.1.1. In accordance with NWBC's Statement of Community Involvement, the NPPF and the Localism Act, this SCE provides a chronology of the pre-application consultations that have been undertaken with NWBC and the local community to assist in the evolution of the proposed development.
- 5.1.2. HE has sought to engage with stakeholders and the community at the local level early in the planning process to identify technical issues and understand the community's views on the development proposals.
- 5.1.3. The pre-application consultation strategy has sought to be inclusive and take account of the different interests in the proposals and provide easy and convenient methods to provide feedback comments.
- 5.1.4. The public consultation received a good level of feedback, indicating that the consultation itself was successful in raising awareness of the proposals among members of the local community.
- 5.1.5. The process has identified what were the key considerations for the various parties and the proposed development has sought to accommodate these considerations where justified. Among the most frequently raised issues about the scheme were queries and concerns relating to transport and traffic management, landscape and visual impact, need and use.
- 5.1.6. HE has responded positively to the consultation feedback received. Following comments from planning officers at the meeting, the scheme design was amended to include the Hub Office, to incorporate on-site training facilities (e.g., meeting rooms, presentation / conference rooms and computer suite) and communal cycle parking, showers and changing facilities, as well as site security, management suite and marketing function during construction. This was in direct response to officer feedback and will provide a significant community benefit.
- 5.1.7. In summary, WSP considers that the pre-application engagement undertaken with the local community and stakeholders has been timely, meaningful and effective.
- 5.1.8. The Design and Access Statement and Design Guide accompanying the planning application explains the design rationale and benefits of the proposals, which have evolved positively in response to the engagement process.
- 5.1.9. The consultation website will remain active and will continue to be updated when appropriate to provide updates of major milestones so that the local community are able to keep abreast of progress and respondents who requested to be kept up to date will also receive these same updates via email and by post, dependent on their preference specified on the feedback form.
- 5.1.10. In light of the above, the consultation approach for the proposal is in accordance with NWBC's SCI, the NPPF and the Localism Act and has served to improve the scheme to the benefit of all.

# Appendix A

SITE LOCATION PLAN





**Notes:**

Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.

Any dimensions given are to be confirmed with site measure.

**NOTES:**  
 Copyright Chetwoods (Birmingham) Limited. No implied licence exists. Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only. Subject to statutory approvals and survey. Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments. Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties. The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design teams comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.



**NB.**

- SUBJECT TO SURVEYS, CONSTRAINTS & PLANNING.
- RED LINE BLUE LINE INDICATIVE ONLY.

- RED LINE BOUNDARY  
79.97 acres / 32.36 Ha
- OTHER LAND UNDER THE CONTROL OF THE APPLICANT  
102.94 acres / 41.66 Ha

Rev	Revision Description	Date	Author	Reviewer
P4	Updated details in key, drawing title block and added OS map caption	15.10.21	SAN/NH	
P3	Boundaries updated to client comments	15.10.20	MM/NH	
P2	Blue line revised.	12.08.20	MB/NH	
P1	First Issue	11.08.20	MB/NH	

**PRELIMINARY**

32 Frederick Street, Birmingham, B1 3HH +44 (0)121 234 7500  
www.chetwoods.com



Project  
**LAND NORTH EAST OF J10 M42, DORDON**

Client  
**HODGETTS ESTATES**

Drawing Title  
**RED AND BLUE LINE PLAN**

Scale	Size	Drawn	Checked	Date
1:2000	A1	MB	NH	11/08/2020

Project	Originator	Zone	Level	Type	Role	Number	Rev
4263	CA	00	00	DR	A	00066	P4

# Appendix B

PRESENTATION TO NWBC MEMBERS  
(FEBRUARY 2021)



# Land NE Junction 10 M42, Dordon



# Presentation Structure

- Background to the proposals
- Key drivers
  - The strategic need
  - The locational case
- The emerging proposals
- Scheme benefits (economic, social and environmental)
- Technical matters
- Public and stakeholder engagement exercise
- Timescales and next steps
- Q&A

# Background to the proposals

3



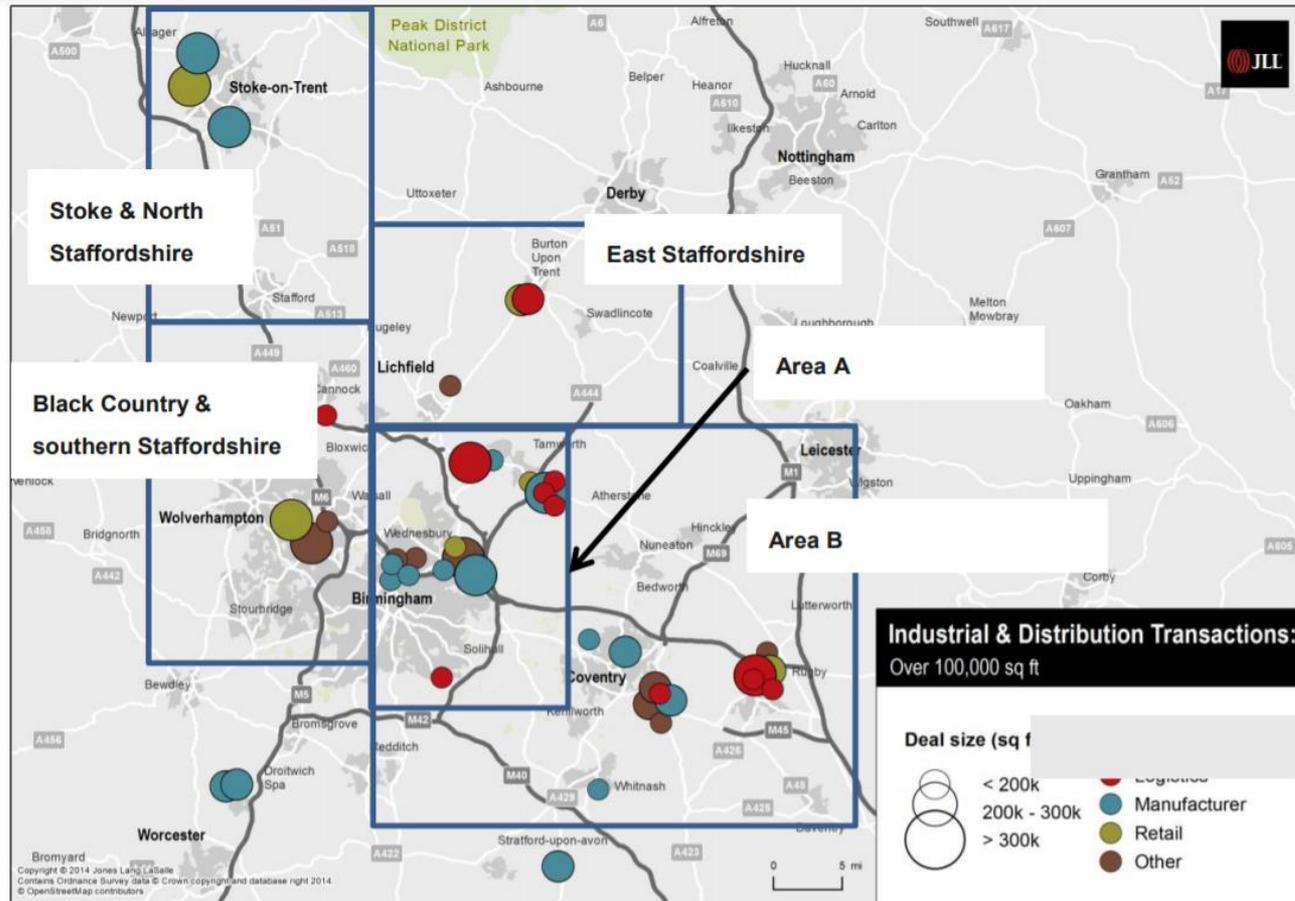
# Key Drivers – The Strategic Need

## Warehousing and Logistics

- Strong and increasing demand for industrial and warehousing space driven by shift in consumer habits to online retail;
- Covid-19 has exacerbated demand;
- Record take-up in 2020 compared with 2019 - 64% increase on year (JLL);
- For every £1bn of private manufacturing investment in the UK, there is a corresponding demand for 175,000 sq ft of warehouse floorspace (Savills);
- Changing market – warehousing and logistics schemes are now a higher quality product than previously – shift towards mixed-use ‘campuses’ that include HQ functions and community facilities

# Key Drivers – The Strategic Need

## West Midlands Strategic Employment Sites Study - “Area A”



5

# Key Drivers – The Strategic Need

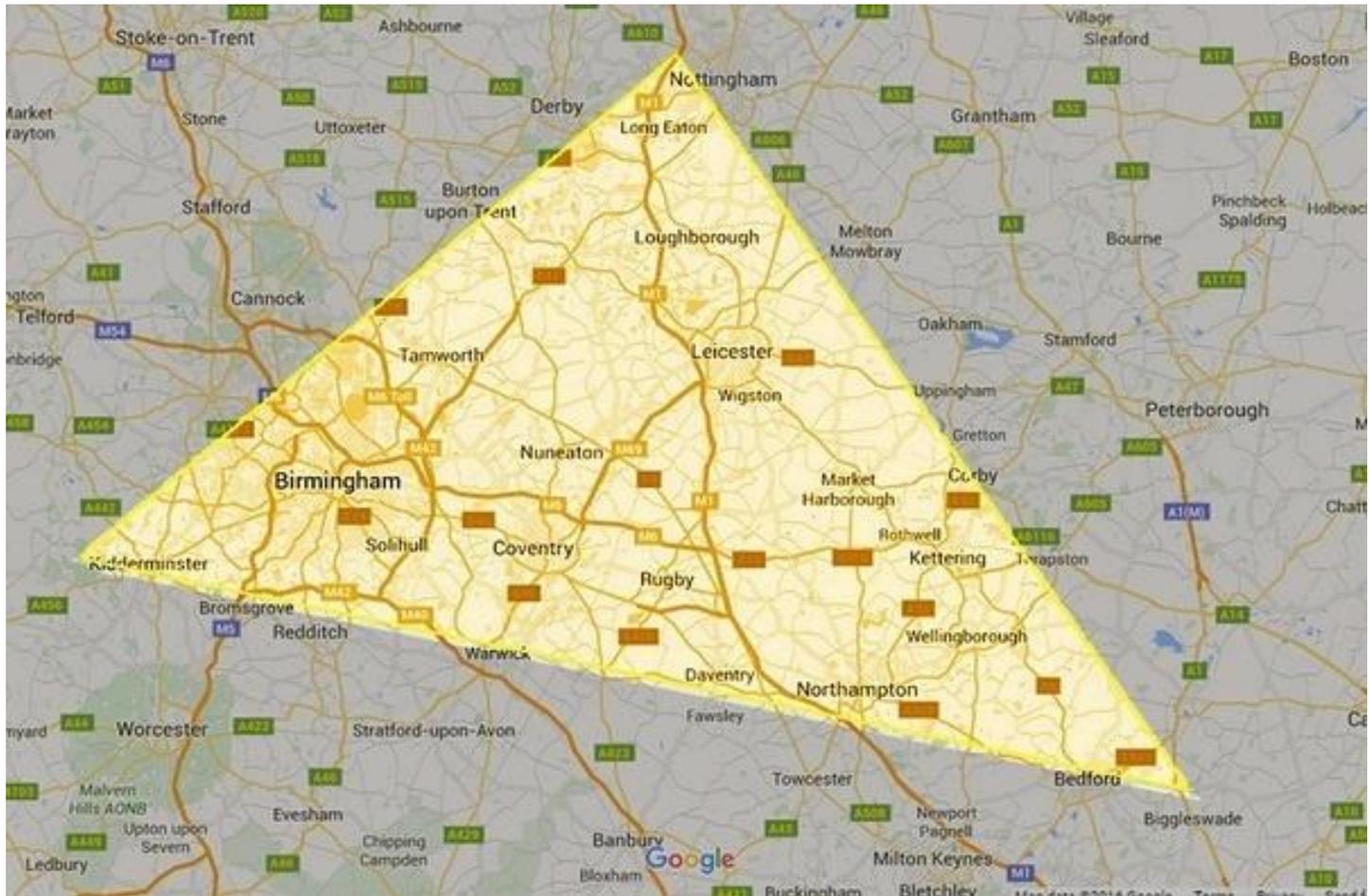
## Lorry Parking

- National Lorry Parking Survey
- Tamworth MSA has reached 'critical' threshold and is over-capacity
- Growing need - key north-south, east-west freight route, expansion in the area
- Problems in the area with inappropriate parking, amenity and sanitary issues
- Government drive for overnight parking and the importance of welfare facilities

# Key Locational Drivers

## The 'Golden Triangle' of logistics

7

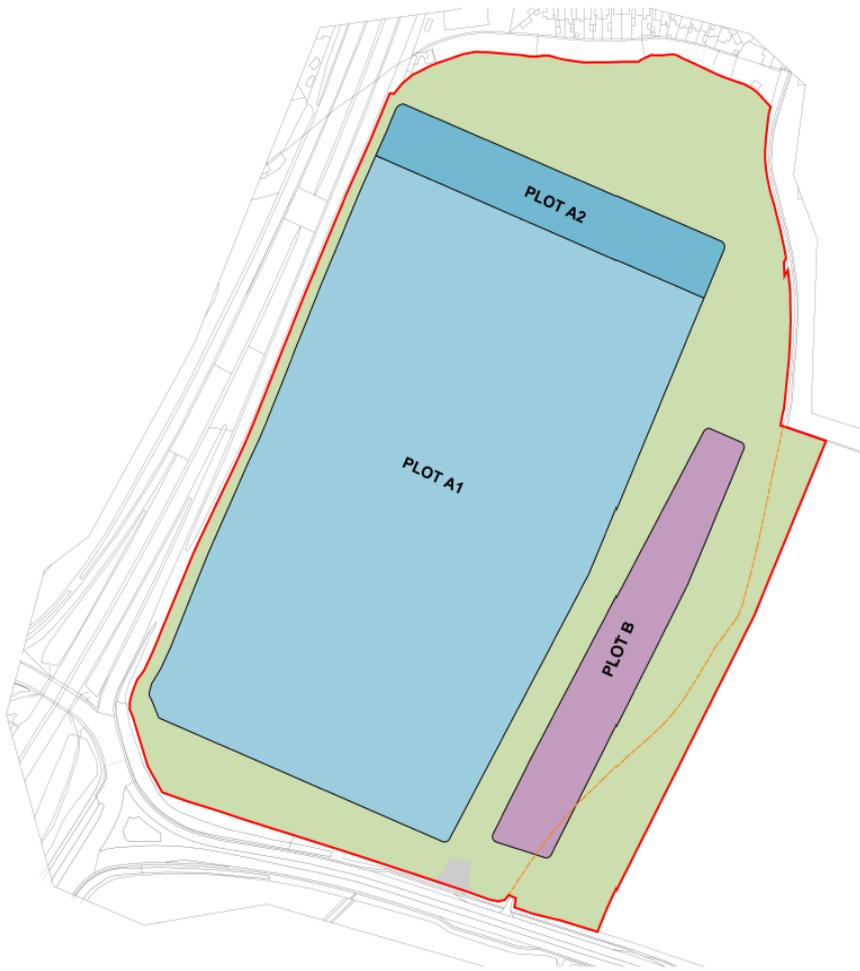


# Key Locational Drivers

The axis of a strategic north-south, east-west route



# Overview of Proposals



- Development of up to 100,000sqm general industrial, storage and distribution floorspace with ancillary office floorspace;
- Up to 150 space overnight lorry parking and amenity facility;
- Hub office with dedicated space for educational and training;
- 9+ hectares of natural open space to the north, south and east;
- Incorporation of over 2km of 'trim trails' throughout the site to promote healthy and active lifestyles for local residents;
- Over 2.5km of new or enhanced Public Rights of Way, providing an enhanced routes and linking Birchmoor to the open space, A5 and local services; and
- Creation of substantial landscaped buffer zones to the development site perimeter.

# Indicative Site Plan



# Indicative Visualisation



11

# Indicative Visualisation



12

# Indicative Visualisation



13

# Indicative Visualisation



14

## ECONOMIC BENEFITS

### TEMPORARY EFFECTS:



**255 – 283 person years of temporary construction employment;** this is the equivalent to around 26 to 28 FTE permanent jobs through the construction of the scheme



**£17 – £19 million gross value added** to the local economy through construction employment

### PERMANENT EFFECTS:

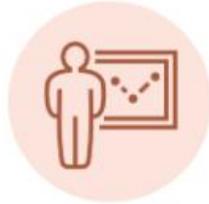


**Up to 2,082 net additional permanent jobs**



**Up to £122.1 million gross value added** to the local economy through net additional jobs

## SOCIAL BENEFITS



**Training and education facilities** are to be provided in the site hub offices, available to site occupiers, local education and training providers and the local community



A range of **smaller units for mixed employment use** targeted at Small to Medium Enterprise



Additional crossing of A5 adjacent to St Modwens Park Tamworth providing **improved bicycle and pedestrian links** between Freasley, St Modwens Park Tamworth and Birch Coppice Business Park



**Fitness trail** around site and linking into existing fitness trail at St Modwens Park Tamworth and provision of **hydraulic gym equipment** that is free and accessible to all



**Information boards on new footpaths** to provide details of local heritage, including mining history



**Incorporation of public art into the scheme** in collaboration with the community and local artists. Public art might reflect the history of the area (A5 Roman Road, for instance) to capture and inspire the imagination of future generations

## ENVIRONMENTAL BENEFITS



Delivery of new **high-quality net carbon-zero standard ready warehousing space** to respond to a strategic location



Creation of **new pedestrian and cycle links** throughout the site for members of the public

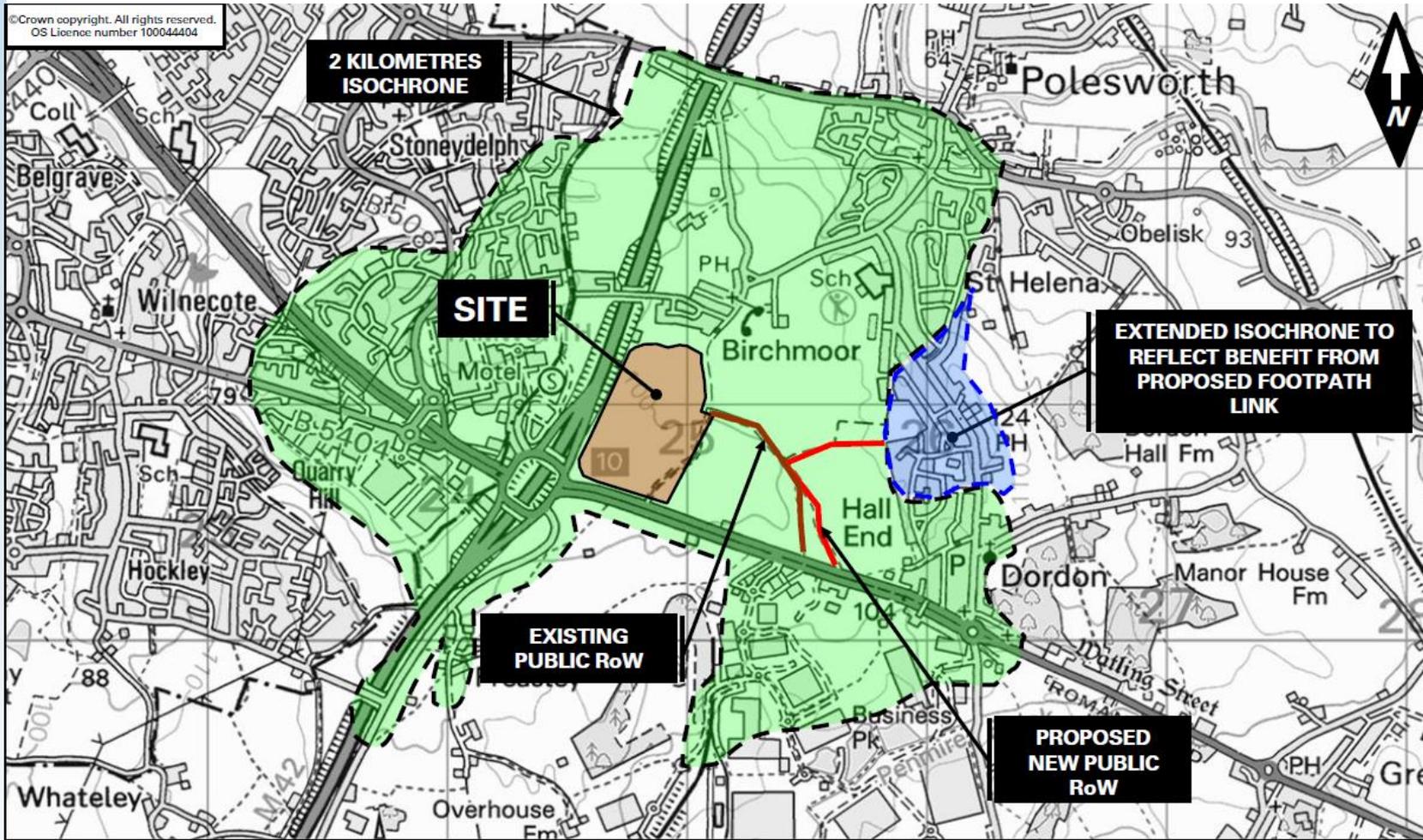


Creation of over **9ha of open space** to include native woodland and wildflower meadows

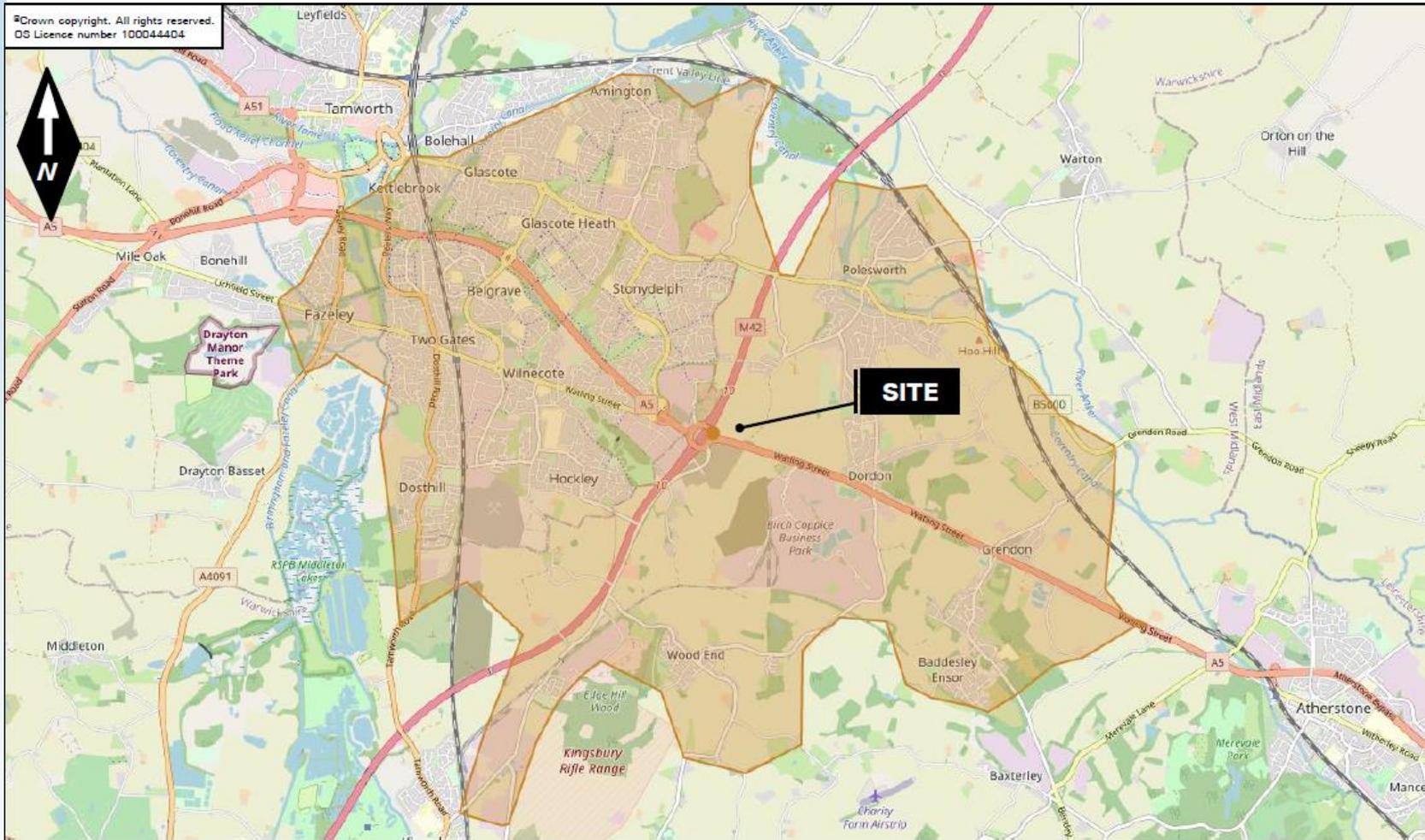


**Biodiversity net gain** across site through extensive new habitat creation

# Enhanced Connectivity



# Enhanced Connectivity

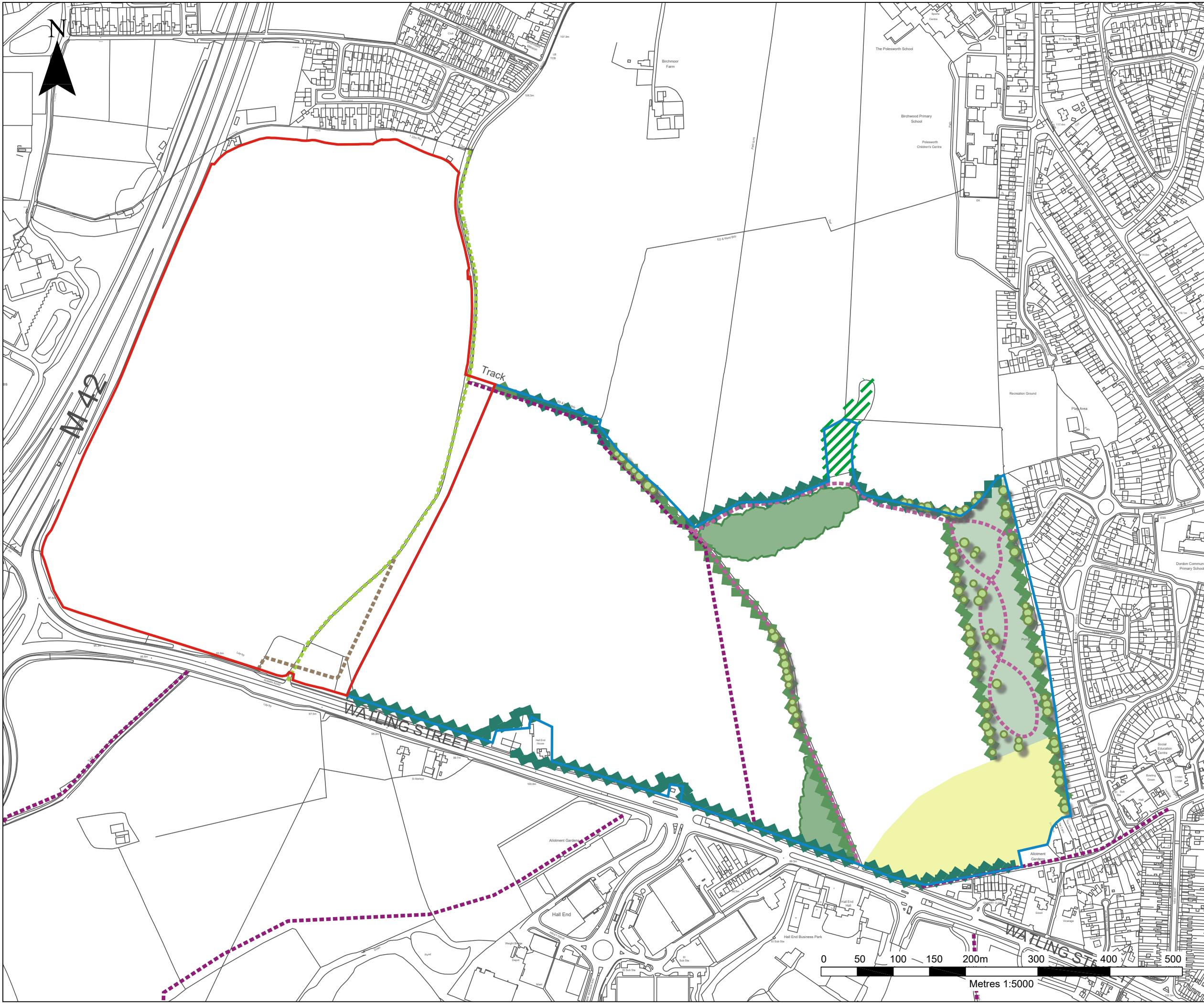


19

# Technical Matters

- Environmental Impact Assessment
- Highways, traffic and transport
- Amenity
- Landscape and visual



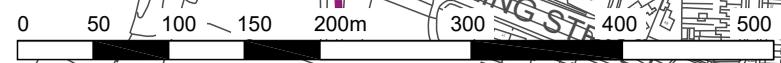


M42

Track

WATLING STREET

WATLING ST



Metres 1:5000

# Public and stakeholder engagement



Welcome   Project Summary   Delivering Community Benefits   Design Principles   Key Issues   Have Your Say

## HAVE YOUR SAY

We would like to hear your views on our proposal to help shape the final scheme proposed. Your views are important to us and we hope you will take a few minutes to complete the online questionnaire which can be accessed [here](#).

Alternatively, you can email your comments or queries to [UKPlanningComment@wsp.com](mailto:UKPlanningComment@wsp.com) or call 07391 735 939 (Mon-Fri during office hours).

- Far-reaching engagement exercise;
- Web-based consultation exercise;
- The consultation will be publicised in advance;
- Targeted stakeholder meetings;
- Creation of a Community Fund

# Timescales and next steps

- Launch stakeholder engagement exercise;
- Consultation website and online feedback;
- Target planning submission in Spring 2021;
- Target Planning Committee July / August 2021

**Thank you**



**HODGETTS  
ESTATES**

# Appendix C

NOTES FROM MEETING WITH HSE  
(25 NOVEMBER 2019)



**By e mail**

David Hodgetts  
Hodgetts Estates  
Core 42, Dordon, Tamworth  
Staffordshire  
B78 1SZ

HSL Ref: D1132

Date: 25 November 2019

Dear David,

**Land Use Planning Consultation with the Health and Safety Executive - Proposed Development of the Land near Birch Coppice, Dordon, Tamworth, Staffordshire. Summary of our meeting and advice on the 12 November 2019.**

Further to our meeting; I agreed to provide you with a brief summary of our meeting and HSE's advice so far, in respect of your proposed development.

**Present:**

David Hodgetts – Hodgetts Estates  
Jonathan Statham – Land Use Planning Team, HSE  
Kate Wagner – Land Use Planning Team, HSE

**Introductions and Background**

Following our introductions HSE provided an explanation of our advisory role in the land use planning process. I also gave an explanation of the HSE Consultation Distances and some historical background to events and legislation which had led to the formulation of HSE's Land Use Planning (LUP) Methodology. HSE advised that the consultation zones were resulting from HSE's risk assessment of the adjacent Major Hazard Pipeline, and that the proposed development site was located within HSE's Consultation Distance.

Science Division

**Jonathan Statham**

Land Use Planning  
Science and Research Centre  
Harpur Hill  
Buxton  
Derbyshire  
SK17 9JN

Tel: 020 3028 3708

<http://www.hse.gov.uk/>

Head of Team  
Stuart Reston

HSE's LUP team had been requested to meet with yourself to discuss the proposed developments in order that you may understand what influence HSE's advice may have on the developments. You were aware that HSE would need to be consulted by the Local Planning Authority with respect to any proposed planning application.

You were already aware of HSE's LUP methodology and had familiarised yourself with the contents and the approach it used to deriving HSE's advice. You had already accessed the HSE Land Use Planning Web App and obtained report ref HSL-170303094956-766. This had identified that HSE would need to be consulted with respect to any planning application.

### **Development Proposal**

The client advised that the proposal was for long term development of farm land in an area which has undergone similar development in other adjacent areas. The proposed development comprises of warehousing with associated roadway access, car parking and an area of green space.

The site is bounded on the southern side by the A5 dual carriageway which crosses the major hazard pipeline adjacent to the proposed entrance to the warehousing. This is shown on the site location plan supplied by the yourselves. (Chetwoods 18 Oct 19).

The proposed site is affected by the following Major Hazard Pipeline;

Name – Austrey / Barston (WM3601)

Operator – National Grid Gas PLC.

HSE Ref - 7191

Transco Ref - 1461

Consultation zone distance;

Inner Zone 78m, Middle Zone 120m, Outer Zone 270m.

The proposed development site lies within the inner, middle and outer consultation distances of the above major hazard pipeline as well as outside the consultation zone.

There is also an oil pipeline crossing the proposed site, HSE advised that we do not consider this to be a Major Accident Hazard Pipeline and therefore would not have any comments to make regarding this pipeline. HSE agreed to investigate if we have any information relating to

this pipeline which may enable Mr Hodgetts to contact the operator for this pipeline. I believe some information has been subsequently provided.

## **Discussion**

The locations of the warehouses within the HSE consultation zones were discussed. The warehouses are proposed to be located in the HSE outer zone and outside the HSE zones. These would be classified as workplace development type and either sensitivity level 1 or 2 depending on the population within each unit. Therefore, HSE would not advise against this element of the development in this location. HSE advised that a café located within a workplace, that is solely for the use of the employees would be classified as part of the workplace within HSE's methodology. HSE also advised that, lorry bays for loading/unloading at the docking area of the warehouse, would also be classed as being part of the workplace development rather than parking. Whereas, the staff car park would be considered as a separate car park as the time spent in this area by any population i.e. the staff, would be very limited and only transient.

The development includes a large area of green space. Mr Hodgetts asked how these would be classified within HSE's LUP methodology. HSE advised that where there are no facilities provided that would encourage people to congregate in significant numbers, then HSE would consider these areas to be landscaping, and would not advise against this part of the development in any of the HSE zones. If there were to be facilities provided such as playing fields or a child's play park then this would be development type 'Outdoor use by public' and HSE's advice would depend on the anticipated number of people attending the facility, further detail on this can be found in HSE's methodology. Ref DT 2.5.

In order to provide access to the proposed development it was intended that the adjacent A5 dual carriageway would be modified to provide access. This is shown in the Access Plan supplied (Chetwoods 18 Oct 19). This modification would provide additional lanes as slip-roads allowing traffic to enter the development area. These slip-roads encroached slightly on the inner HSE consultation zone and would, as determined by HSE's LUP methodology be a sensitivity level 2, as the existing A5 roadway. This development type, where within the inner zone, would in principal appear to result in HSE advising against this element of the development. However, as the roadway and additional slip-roads are crossing perpendicular

to the pipeline, the population i.e. the occupants of the traffic, can be considered to be only transient. Therefore, HSE would not advise against this proposed modification.

HSE advised that, as the pipeline is likely to have been provided with additional protection locally where the A5 road crosses the pipeline, it would be worthwhile consulting the pipeline operator to establish if the proposed modifications to the road will be acceptable without further modification or protection being required.

Further discussion relating to the wayleave agreements for both the oil and gas pipelines was held. HSE advised that it would be worth examining these in order to establish the requirements for both the landowner and the pipeline operator.

### **Summary**

Based on the layout as discussed, HSE would not advise against the proposed development including warehousing, access roads, modifications to the A5 and provision of green space.

As and when a final plan has been drawn up, this can be submitted to HSE for formal pre-application advice if required; this can be gained through the HSE Planning Advice Web app at a cost of £385+Vat or directly through the LUP team at a cost of £655+Vat.

Please do not hesitate to contact me should you require further advice.

Yours sincerely

Jonathan Statham

**Land Use Planning Advice Team  
Science Division**

Ref.

HSE Land Use Planning Methodology

Land near Birch Coppice Dordon. Site Location Plan (Chetwoods, 18 Oct 19)

Web App report; HSL-170303094956-766 Crosses Consultation Zone

Site Access Plan(Chetwoods, 18 Oct 19)

# Appendix D

CONSULTATION LETTERS ISSUED  
TO LOCAL RESIDENTS AND  
BUSINESSES





Local resident/business owner

Let.002.JW.70075293

20 August 2021

Dear Sir/Madam,

## **LAND NORTH EAST OF J10 M42, NORTH WARWICKSHIRE – PUBLIC CONSULTATION**

I write on behalf of Hodgetts Estates in respect of its land north east of Junction 10 of the M42 motorway, in North Warwickshire ('the site'). Hodgetts Estates is keen to engage with the wider community to discuss the new proposals it intends to bring forward for the site.

We hereby give you notice that a virtual public consultation exercise is about to be launched on **23<sup>rd</sup> August**, ahead of the submission of a planning application to North Warwickshire Borough Council (NWBC), and we very much welcome your views.

### **Background**

Hodgetts Estates is a locally based commercial property developer and investor, with a track record of delivering market leading business park developments in North Warwickshire. Its flagship Core 42 Business Park at Dordon is home to large local employers such as Greencore Group, Marshall Group and Grafton Group and has delivered significant benefits to the area including over 500 fulltime jobs, regeneration of former industrial land, enhanced pedestrian and cycle links, enhanced access to Penmire Lakes / Dordon Lakes, significant habitat creation and contributions towards staff training and sustainable transport measures locally. The final two buildings at Core 42 are currently under construction with completion due in February 2022, with one already let and the other experiencing very strong interest.

Hodgetts Estates has engaged in the preparation of the emerging North Warwickshire Local Plan (eNWLP), which is nearing adoption. In the recently published Inspector's Report for the eNWLP, a new strategic employment policy has been included to address the identified need for new strategic employment land along the M42 motorway corridor. Furthermore, a West Midlands Strategic Employment Sites Study was published in May 2021, which evidences this need as being immediate and scored the proposed site the best out of some 50 sites across the whole of the West Midlands in terms of its suitability to accommodate the identified strategic need.

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wsp.com

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A number of public rights of way are located in and around the site, linking it to Dordon to the west and Birchmoor to the north. These are essentially raised single lane farm tracks which have grassed verges and banks down to the fields on each side. The proposals incorporate significant enhancements to these routes as well as new footways/cycleways, both within the site and its wider rural setting which would both improve connectivity as well as access to the countryside for local communities.

Crucially, development at the site would generate substantial economic, social, environmental and infrastructure benefits for the local residents and local businesses of Birchmoor, Dordon, Polesworth and beyond.

## **Overview of the proposals**

The proposed development would incorporate a range of employment uses and unit sizes to suit a diverse range of businesses. The majority of this is proposed to be storage and distribution floorspace, complimented by a range of smaller 'incubation' units targeted at local small and medium enterprises (SME's) for general and light industrial uses, as well as ancillary office space.

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  - Electric vehicle (E.V.) 'rapid' and 'fast' charging points;
  - Rainwater harvesting to reduce water consumption;
  - Use of low environmental impact and bio-based materials; and
  - Minimal construction waste;
- Up to 100,000 sqm of employment floorspace in the form of industrial and storage and distribution buildings;

- A high quality designed single storey ancillary hub office, incorporating on-site training facilities, meeting/presentation rooms and communal cycle parking, showers and changing facilities for site occupiers, as well as management suite and site security;
- Up to 150 space overnight lorry parking facility with welfare services, to alleviate an identified shortage locally and regionally and reduce consequential fly-parking and associated anti-social behaviour in the area;
- New vehicular, cycle and pedestrian access from the A5, and providing an enhanced pedestrian crossing in this part of the A5;
- Enhancements to Junction 10 of the M42 motorway to improve traffic flow at the junction;
- Enhanced bus stop to the south of the site on the east bound A5, providing bus shelter and segregated cycleway and footway;
- New and enhanced tree-lined public footpaths and bridleways, providing 3m wide paths accessible to all (pedestrians, cyclists, horseriders and wheelchair users) within a landscaped and planted rural setting;
- New tree-lined footway/cycleway between the site and Dordon, providing enhanced east-west links through the Strategic Gap between Polesworth and Dordon and the employment centres at Junction 10, to encouraging sustainable forms of transport and health benefits locally;
- A substantial area of green infrastructure (over 9ha – roughly 30% of the site) principally to the north, south and east of the development area, incorporating open space, parkland, planting, landscaping, public rights of way, footways/cycleways, sustainable drainage measures and a variety of wildlife habitats;
- Naturalistic earth mounds, utilising surplus cut material to create a transitional zone between the developable area and development site perimeter and to provide a significant visual barrier and screening;
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- Monetary contributions towards, amongst other things, local sustainable transport enhancements and further education/training for local residents.



## **Community Fund**

Hodgetts Estates is also intending to work with local partners to set up a dedicated Community Fund to help contribute towards local programmes, initiatives, infrastructure and community asset improvements during construction and operation of the site. Representatives from affected communities including Parish Councillors, Ward Councillors, other community groups and local education establishments close to the development would be invited to apply for funding and also provide representatives to sit on a Community Fund Panel which would assess applications for funding.

Whilst the Community Fund is not a statutory requirement of the planning system, Hodgetts Estates is making this social value commitment so that local communities close to the development can benefit more widely from the proposals. Similar community funds have been successfully delivered for strategic employment sites elsewhere in the Midlands.

We would be very interested to hear of any projects where funding from the Community Fund would be beneficial.

## **How to respond**

As residents and businesses within the area, your views and feedback are important to us and we would like to involve the local community in the design process.

Giving the ongoing Covid-19 pandemic, we are hosting a 'virtual public exhibition' which contains electronic copies of our proposals and an online questionnaire to leave your feedback.

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## **Summary**

Although the ongoing Covid-19 pandemic is challenging for us all, we hope that Hodgetts Estates' commitment to helping to create new and varied jobs by delivering a high-quality employment development in a highly sustainable location together with a range of other added benefits will be supported by key stakeholders in the present climate.

We look forward to receiving your comments. Please feel free to forward these details onto anyone else you think may be interested in our proposal.

Yours faithfully,

WSP Community Engagement Team

# Appendix E

CONSULTATION LETTERS ISSUED  
TO POLITICAL STAKEHOLDERS





Councillor

Let.001.JW.70075293

20 August 2021

Dear Councillor,

### **LAND NORTH EAST OF J10 M42, NORTH WARWICKSHIRE – PUBLIC CONSULTATION**

I write on behalf of Hodgetts Estates in respect of its land north east of Junction 10 of the M42 motorway, in North Warwickshire ('the site'). Hodgetts Estates is keen to engage with you and the wider community to discuss the exciting new proposals it intends to bring forward for the site.

We hereby give you notice that a virtual public consultation exercise is about to be launched on **23<sup>rd</sup> August**, ahead of the submission of a planning application to North Warwickshire Borough Council (NWBC), and we very much welcome your views.

#### **Background**

Hodgetts Estates is a locally based commercial property developer and investor, with a track record of delivering market leading business park developments in North Warwickshire. Its flagship Core 42 Business Park at Dordon is home to large local employers such as Greencore Group, Marshall Group and Grafton Group and has delivered significant benefits to the area including over 500 fulltime jobs, regeneration of former industrial land, enhanced pedestrian and cycle links, enhanced access to Penmire Lakes / Dordon Lakes, significant habitat creation and contributions towards staff training and sustainable transport measures locally. The final two buildings at Core 42 are currently under construction with completion due in February 2022, with one already let to Marshall Group for a national HQ including a training centre of excellence and the second experiencing very strong interest.

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In response to the identified need and supporting evidence base, Hodgetts Estates is now bringing forward proposals to deliver a highly sustainable business park development at the site that would seek to combine best in class industrial and logistics buildings with additional connectivity enhancements and amenities to create an ideal environment to attract market leading manufacturing



and logistics businesses, whilst also delivering significant benefits to local residents and existing businesses in the area.

### **The Site**

The site, which lies entirely within North Warwickshire and the Ward of Dordon, is owned by Hodgetts Estates and has been promoted through the eNWLP over recent years; most recently at the examination hearings held in December 2020, Main Modifications consultations in March 2021 and in pre-application discussions with NWBC planning officers.

The site is currently in agricultural use and farmed each year on a crop rotation. As such, the monocrop nature of the of arable farming is not conducive to extensive faunal and/or floral diversity, the majority of which is to be found around the periphery and would be retained. It is anticipated that through habitat creation, native woodland planting and ecological enhancements, significant biodiversity net gains can be brought about.

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We would be very interested to hear of any projects where funding from the Community Fund would be beneficial.

## Public consultation details and how to respond

Public consultation is now required before a planning application is submitted to NWBC, to enable us to take account of wider opinions and make any necessary changes to the scheme. Our approach respects the challenges imposed by the Covid-19 pandemic:

### Engagement with key stakeholders, local residents and businesses

- We are writing to key stakeholders (including yourselves as local and/or parish Councillors), local businesses and neighbouring residents to inform them of the proposals and to invite feedback (a copy of the letter is appended to this letter);
- We are offering to (virtually) speak with or present to key stakeholders one-on-one or collectively, should you have any questions.

### 'Virtual public exhibition'

- In light of the ongoing Covid-19 pandemic, we have chosen to hold an online 'virtual public exhibition' in-lieu of a physical exhibition, to ensure the safety of our staff and the local community;
- This contains electronic copies of our proposals, with supporting plans, illustrations and descriptive text;
- Feedback is being encouraged through an online questionnaire;
- Alternatively, an email address and telephone number have also been provided should people have more specific queries.

Please visit <http://landne-j10m42.co.uk/> for further details.

The consultation window will be open from **23<sup>rd</sup> August to 13<sup>th</sup> September**. This will provide sufficient time for us to collate and consider the feedback received and help shape the evolving scheme design, before the planning application is submitted. There will be a further opportunity to formally comment during the course of the planning application.

We have tried to be as comprehensive and inclusive as possible during these unprecedented times, but we appreciate that not everyone will have access to the internet, so please feel free to forward these details onto anyone else you think may be interested in our proposals.



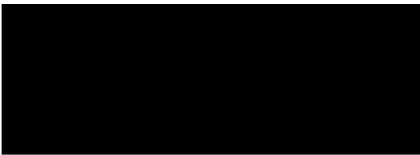
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I would be happy to provide further information, or to answer any questions you may have. Should this be of interest, please contact me at [REDACTED].

We look forward to hearing from you at your earliest convenience.

Yours faithfully



**James Warrington** BA(hons) MSc MRTPI  
Associate



Local resident/business owner

Let.002.JW.70075293

20 August 2021

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Yours faithfully,

WSP Community Engagement Team



Mr J Brown  
Head of Development Control Service  
North Warwickshire Borough Council  
The Council House  
South Street  
Atherstone  
Warwickshire  
CV9 1DE

Let.001.JW.70075293

20 August 2021

Dear Jeff,

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A number of public rights of way are located in and around the site, linking it to Dordon to the west and Birchmoor to the north. These are essentially raised single lane farm tracks which have grassed verges and banks down to the fields on each side. The proposals incorporate significant enhancements to these routes as well as new footways/cycleways, both within the site and its wider rural setting which would improve connectivity as well as access to the countryside for locals.

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We look forward to hearing from you at your earliest convenience.

Yours faithfully

A large black rectangular redaction box covering the signature area.

**James Warrington** BA(hons) MSc MRTPI  
Associate



Local resident/business owner

Let.002.JW.70075293

20 August 2021

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WSP House  
70 Chancery Lane  
London  
WC2A 1AF  
Tel: +44 20 7314 5000  
Fax: +44 20 7314 5111  
wsp.com

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## **How to respond**

As residents and businesses within the area, your views and feedback are important to us and we would like to involve the local community in the design process.

Giving the ongoing Covid-19 pandemic, we are hosting a 'virtual public exhibition' which contains electronic copies of our proposals and an online questionnaire to leave your feedback.

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We look forward to receiving your comments. Please feel free to forward these details onto anyone else you think may be interested in our proposal.

Yours faithfully,

WSP Community Engagement Team



Mr S Maxey  
Chief Executive  
North Warwickshire Borough Council  
The Council House  
South Street  
Atherstone  
Warwickshire  
CV9 1DE

Let.001.JW.70075293

20 August 2021

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### **Background**

Hodgetts Estates is a locally based commercial property developer and investor, with a track record of delivering market leading business park developments in North Warwickshire. Its flagship Core 42 Business Park at Dordon is home to large local employers such as Greencore Group, Marshall Group and Grafton Group and has delivered significant benefits to the area including over 500 fulltime jobs, regeneration of former industrial land, enhanced pedestrian and cycle links, enhanced access to Penmire Lakes / Dordon Lakes, significant habitat creation and contributions towards staff training and sustainable transport measures locally. The final two buildings at Core 42 are currently under construction with completion due in February 2022, with one already let and the other experiencing very strong interest.

Hodgetts Estates has engaged in the preparation of the emerging North Warwickshire Local Plan (eNWLP), which is nearing adoption. In the recently published Inspector's Report for the eNWLP, a new strategic employment policy has been included to address the identified need for new strategic employment land along the M42 motorway corridor. Furthermore, a West Midlands Strategic Employment Sites Study was published in May 2021, which evidences this need as being immediate and scored the proposed site the best out of some 50 sites across the whole of the West Midlands in terms of its suitability to accommodate the identified strategic need.

In response to the identified need and supporting evidence base, Hodgetts Estates is now bringing forward proposals to deliver a highly sustainable business park development at the site that would seek to combine best in class industrial and logistics buildings with additional connectivity enhancements and amenities to create an ideal environment to attract market leading manufacturing and logistics businesses, whilst also delivering significant benefits to local residents and existing businesses in the area.

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70 Chancery Lane  
London  
WC2A 1AF  
Tel: +44 20 7314 5000  
Fax: +44 20 7314 5111  
wsp.com

## **The Site**

The site, which lies within the boundary of North Warwickshire Borough, is owned entirely by Hodgetts Estates and has been promoted through the eNWLP over recent years and in pre-application discussions with NWBC planning officers.

The site is currently in agricultural use and farmed each year on a crop rotation. As such, the monocrop nature of the of arable farming is not conducive to extensive faunal and/or floral diversity, the majority of which is to be found around the periphery and would be retained. It is anticipated that through habitat creation, native woodland planting and ecological enhancements, significant biodiversity net gains can be brought about.

A number of public rights of way are located in and around the site, linking it to Dordon to the west and Birchmoor to the north. These are essentially raised single lane farm tracks which have grassed verges and banks down to the fields on each side. The proposals incorporate significant enhancements to these routes as well as new footways/cycleways, both within the site and its wider rural setting which would both improve connectivity as well as access to the countryside for local communities.

Crucially, development at the site would generate substantial economic, social, environmental and infrastructure benefits for the local residents and local businesses of Birchmoor, Dordon, Polesworth and beyond.

## **Overview of the proposals**

The proposed development would incorporate a range of employment uses and unit sizes to suit a diverse range of businesses. The majority of this is proposed to be storage and distribution floorspace, complimented by a range of smaller 'incubation' units targeted at local small and medium enterprises (SME's) for general and light industrial uses, as well as ancillary office space.

The development would deliver the following key elements:

- A "Best in Class" business park development targetted at attracting national and multinational occupier(s) in search of new campus/head quarters facilities;
- An ambition for the development to be "The Greenest Business Park in the West Midlands", incorporating the following features and building standards:
  - Targeting a BREEAM 'Excellent' Rating for all buildings;
  - Energy Performance Certificate 'A' Rating for all buildings;
  - Speculative buildings to be built to UK Green Building Council's 'Net Zero Carbon Ready' standard for construction;
  - At least 10% of energy generated from on-site renewable or low carbon sources, and ensuring all buildings can be adapted to accommodate existing and future technologies;
  - Electric vehicle (E.V.) 'rapid' and 'fast' charging points;
  - Rainwater harvesting to reduce water consumption;
  - Use of low environmental impact and bio-based materials; and
  - Minimal construction waste;
- Up to 100,000 sqm of employment floorspace in the form of industrial and storage and distribution buildings;

- A high quality designed single storey ancillary hub office, incorporating on-site training facilities, meeting/presentation rooms and communal cycle parking, showers and changing facilities for site occupiers, as well as management suite and site security;
- Up to 150 space overnight lorry parking facility with welfare services, to alleviate an identified shortage locally and regionally and reduce consequential fly-parking and associated anti-social behaviour in the area;
- New vehicular, cycle and pedestrian access from the A5, and providing an enhanced pedestrian crossing in this part of the A5;
- Enhancements to Junction 10 of the M42 motorway to improve traffic flow at the junction;
- Enhanced bus stop to the south of the site on the east bound A5, providing bus shelter and segregated cycleway and footway;
- New and enhanced tree-lined public footpaths and bridleways, providing 3m wide paths accessible to all (pedestrians, cyclists, horseriders and wheelchair users) within a landscaped and planted rural setting;
- New tree-lined footway/cycleway between the site and Dordon, providing enhanced east-west links through the Strategic Gap between Polesworth and Dordon and the employment centres at Junction 10, to encouraging sustainable forms of transport and health benefits locally;
- A substantial area of green infrastructure (over 9ha – roughly 30% of the site) principally to the north, south and east of the development area, incorporating open space, parkland, planting, landscaping, public rights of way, footways/cycleways, sustainable drainage measures and a variety of wildlife habitats;
- Naturalistic earth mounds, utilising surplus cut material to create a transitional zone between the developable area and development site perimeter and to provide a significant visual barrier and screening;
- Significant off-site landscape mitigation measures (6.51ha in total) through tree planting and footpath enhancements across the width of the Strategic Gap between Tamworth and Polesworth and Dordon, providing access to members of the public. The off-site measures would be secured in perpetuity through an agreement to prevent further expansion of development in those parts of the Strategic Gap;
- Potential for a new 'community orchard' and rural walkways, in the off-site landscape mitigation measures next to Dordon and across the Strategic Gap;
- Reinstatement of historic field boundaries in the Strategic Gap through hedgerow/tree planting;
- Seating areas, public artwork and heritage/ecological information boards located along the proposed footway/cycleway network, aimed at highlighting the historical past of the local area, as well as biodiversity enhancements and introduced habitats and providing education/learning opportunities;
- A publicly accessible circular 'fitness trail' around the site, incorporating outdoor gym equipment and linking into the existing 'trim trail' at St Modwens Park Tamworth;
- Significant biodiversity net gains including the creation of over 9ha of new habitats including native woodlands, native shrublands, mixed hedgerows, wildflower meadows, wetland wildflower meadows, ornamental planting and amenity grassland, and incorporating ecological enhancements such as bird boxes, bat boxes/roosts, insect hotels, bee hives and refugia/hibernacula for invertebrates, small mammals, reptiles and amphibians;
- Drainage ponds designed to enhance biodiversity and providing wetland features at various times throughout the year; and
- Monetary contributions towards, amongst other things, local sustainable transport enhancements and further education/training for local residents.



## **Community Fund**

Hodgetts Estates is also intending to work with local partners to set up a dedicated Community Fund to help contribute towards local programmes, initiatives, infrastructure and community asset improvements during construction and operation of the site. Representatives from affected communities including Parish Councillors, Ward Councillors, other community groups and local education establishments close to the development would be invited to apply for funding and also provide representatives to sit on a Community Fund Panel which would assess applications for funding.

Whilst the Community Fund is not a statutory requirement of the planning system, Hodgetts Estates is making this social value commitment so that local communities close to the development can benefit more widely from the proposals. Similar community funds have been successfully delivered for strategic employment sites elsewhere in the Midlands.

We would be very interested to hear of any projects where funding from the Community Fund would be beneficial.

## **How to respond**

As residents and businesses within the area, your views and feedback are important to us and we would like to involve the local community in the design process.

Giving the ongoing Covid-19 pandemic, we are hosting a 'virtual public exhibition' which contains electronic copies of our proposals and an online questionnaire to leave your feedback.

Please visit <http://landne-j10m42.co.uk/> from your mobile phone or computer for further details.

Alternatively, should you have any queries, you can contact us at **0161 200 5000** or **UKPlanningComment@wsp.com**, and we will endeavour to get back to you.

The consultation window will be open from **23<sup>rd</sup> August to 13<sup>th</sup> September**. This will provide sufficient time for us to collate and consider the feedback received and help shape the evolving scheme design, before the planning application is submitted.

## **Summary**

Although the ongoing Covid-19 pandemic is challenging for us all, we hope that Hodgetts Estates' commitment to helping to create new and varied jobs by delivering a high-quality employment development in a highly sustainable location together with a range of other added benefits will be supported by key stakeholders in the present climate.

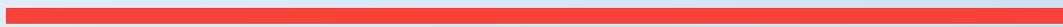
We look forward to receiving your comments. Please feel free to forward these details onto anyone else you think may be interested in our proposal.

Yours faithfully,

WSP Community Engagement Team

# Appendix F

LOCAL PRESS CUTTINGS



YOUR AWARD-WINNING WEEKLY NEWSPAPER

# Tamworth Herald

Thursday, September, 16, 2021

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TOWN  
THIS  
WEEK



PAGE 6



## BACK TO SCHOOL



Turn  
to  
pages  
30-33



# BUSINESS PARK SET TO CREATE 1,200 JOBS

Thousands of new roles promised as part of plans for the 'greenest business park' in the Midlands

► DAN NEWBOULD  
REPORTS: PAGE 4

Councillor  
warning after  
Covid fight



► PAGE 5

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STORIES DIRECT TO  
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# Plans to create the 'greenest business park in Midlands'

## Still time to have your say on consultation for site that will also be home to lorry park for 150 vehicles

By **DAN NEWBOULD**  
News Reporter

PLANS to build the 'greenest business park in the West Midlands' and create more than 1,200 jobs have been revealed.

The proposals, which focus on land to the north east of junction 10 of the M42 in Dordon, Tamworth, also include a dedicated lorry parking facility for up to 150 vehicles.

A spokesman told the Herald: "Following unprecedented demand for new employment space exacerbated by the global pandemic, plans are being brought forward to create the greenest business park in the West Midlands.

"The plans will incorporate best in class industrial and logistics buildings with additional connectivity enhancements and amenities to deliver significant benefits to local communities and existing businesses in the area.

"In terms of economic benefit, the proposals will add between £17m-19m Gross Value Added to the local economy during the construction and up to £122m GVA per annum in perpetuity adding an estimated 1,263 net permanent additional jobs."

The proposals will provide over 22 acres or approximately 30 per cent of the site for green and blue infrastructure incorporating landscaping, open space, parkland, habitat creation, native woodland, wildflower meadows and wetland wildflower meadows, and a publicly accessible fitness trail.

More than 10,000 native trees are proposed to be planted within the grounds of the site with targeted planting to the periphery on naturalistic earth mounds which will provide a visual screen to Dordon, Polesworth, and Birchmoor.

In addition to the onsite measures, the proposals will deliver off-site landscape enhancement measures between Tamworth and Dordon and Polesworth and Birchmoor, providing further access for members of the public.

Seating areas, public artwork and heritage/ecological information boards are being proposed along the route of a new footway/cycleway network, both within the site and the surrounding countryside. The

information boards will be aimed at highlighting the historical past of the local area, as well as ecological enhancements and introduced native habitats.

If approved, the buildings will include an allocation of smaller 'incubator' type units targeted at local small and medium enterprises (SME's) as well as larger plots to attract national and multinational occupiers in search of new campus/head quarter facilities to ensure a broad mix of employment opportunities are created. The buildings will be constructed to the highest sustainability criteria helping incoming occupiers to meet their Net Zero Carbon commitments.

The plans also seek to address anti-social behaviour issues of HGV fly-parking in the area with the creation of a dedicated lorry parking facility for up to 150 vehicles.

This facility would have 24 hour security with welfare facilities such as showers, canteens, and WCs for driver use and will address the problem of HGVs parking inappropriately overnight and when arriving early to the existing business parks of Birch Coppice, St Modwen's Logistics Park, Relay Park and Centurion Park, which currently have no dedicated parking facility.

A spokesman added: "The new development will be surrounded by heavily planted naturalistic earthmounds. The extensive farmland to the east will be retained with a 1km gap along the A5 between the site and Polesworth and Dordon. The presence of a 156 metre 'no build' zone created by the high pressure gas main to the east of the site will act as a hard barrier meaning there can be no future expansion of this one-off scheme."

Doug Hann, of WSP, said: "This is a one-off opportunity to provide new employment space where it is needed close to road and rail freight corridors and deliver a significant number and range of jobs. It will also provide extensive landscaping, accessibility and community benefits to the local area.

"Significant areas of landscaping and the agricultural land will remain

surrounding the site, with a 1km gap along the A5 between the site and Polesworth and Dordon.

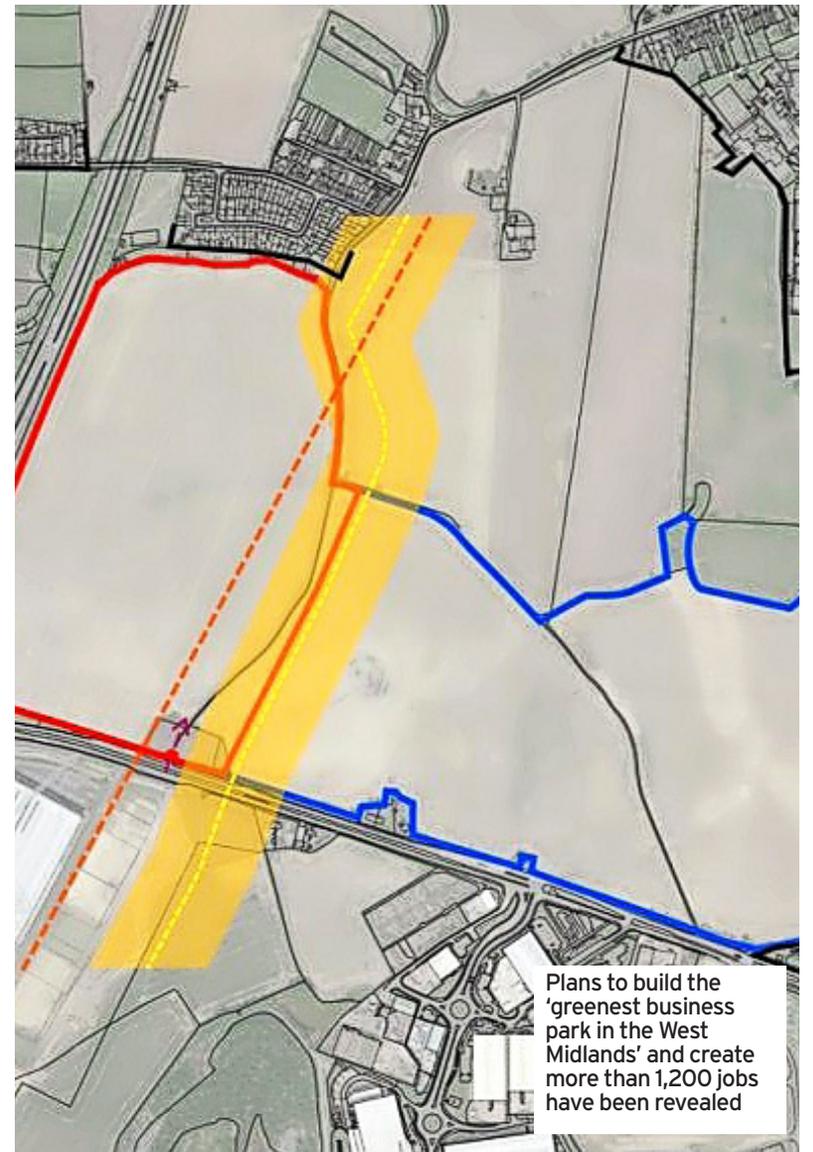
"The proposals allow significant enhancement to local footpaths/cycleways. Over 3.5km of improved footpaths and cycleways will be enhanced or created for both leisure use and so that residents of Birchmoor, Dordon, Polesworth and Tamworth can reach the local employment centres of Birch Coppice, Core 42, St Modwen's Logistics Park by foot and cycle rather than travelling by car as is currently the case."

"Technical studies have been undertaken and junction improvement works to J10 M42 are proposed as part of the scheme. Green Travel planning will also be deployed."

Comments from the public are being welcomed by bosses who say they will prepare the planning application ready for submission to North Warwickshire Borough Council after the consultation period.

Dordon Cllr Jacky Chambers said: "North Warwickshire has already had more than its fair share of logistics sites. We don't need or want any more and this development will bring harm rather than benefit.

"We don't want these green fields and hedgerows to disappear under



Plans to build the 'greenest business park in the West Midlands' and create more than 1,200 jobs have been revealed

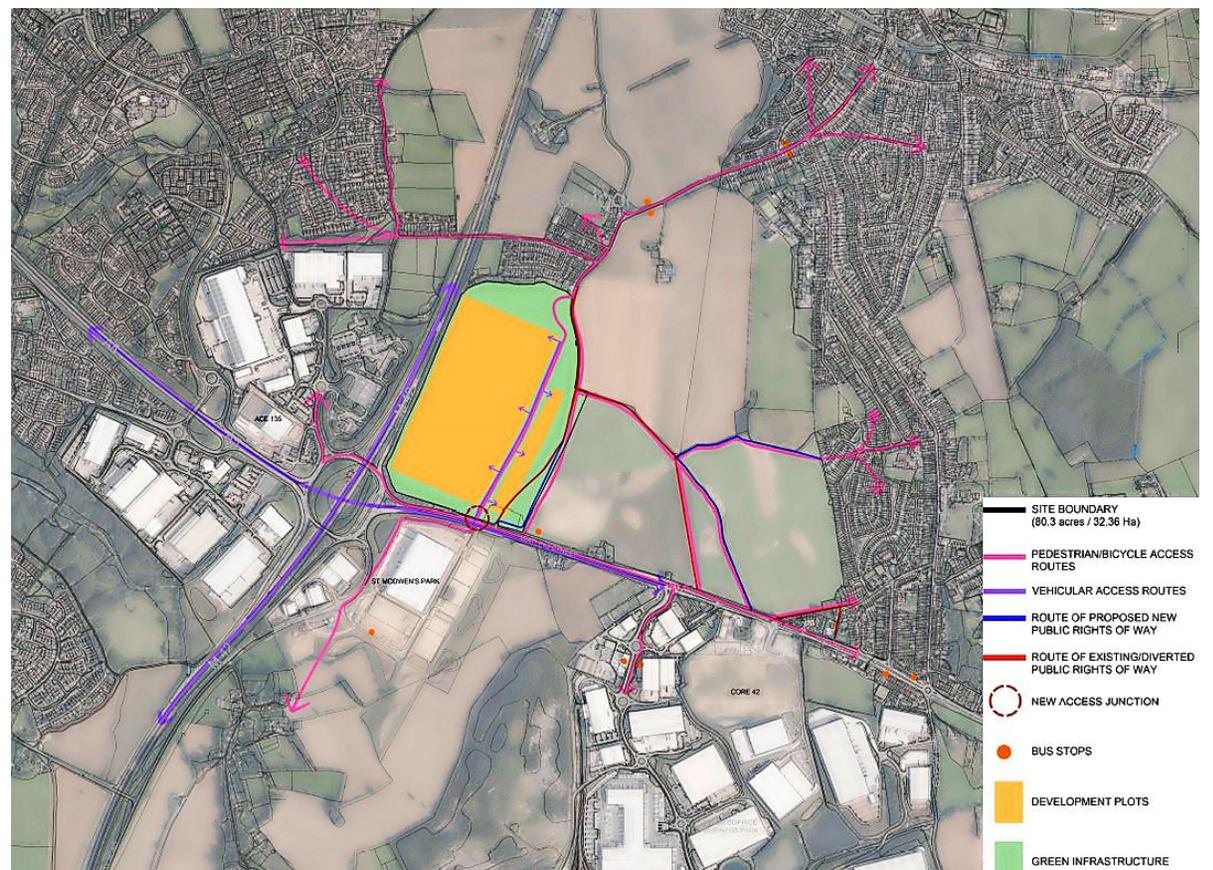
concrete. Hundreds of local people enjoy walking the footpaths across this land and really value the sense of freedom, space and living in a rural village.

"For many years the council has tried to protect this land from industrial development because it is part of the "Strategic Gap" which separates Tamworth from Dordon and Polesworth. Let's hope they continue to do so - otherwise in 10 years' time, Dordon will be surrounded on all sides, north south,

east and west, by housing estates, residential sprawl and industrial units.

"The last thing we need is a large lorry park emptying onto the A5 and clogging up Junction 10. More lorries stopping and starting along this road will add to the rising problems of air pollution, noise and light pollution. Enough is enough."

To find out more and have your say go to <http://landne-j10m42.co.uk/have-your-say> no later than Friday.





# Appendix G

## WEBSITE FEEDBACK FORM



# Have your say

Land North East of Junction 10 M42 motorway, North Warwickshire – Feedback Form

“An opportunity to create The Greenest Business Park in the West Midlands”

Your views are important to us as they will help to shape our evolving plans for the site. Comments from stakeholders at this early stage can often bring about positive changes to the eventual scheme design, which would in turn benefit the local community.

We would be grateful if you could take a few minutes to complete this form. Alternatively, you can email your comments or queries to [UKPlanningComment@wsp.com](mailto:UKPlanningComment@wsp.com)

Please ensure your feedback reaches us no later than 17 September 2021.

The information collected here will only be used for the purposes of this consultation exercise.

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\*Required

1. Email \*

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Your details

2. Full name:

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3. Postcode:

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4. Email:

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5. Would you like to be updated on the proposals moving forwards?

*Mark only one oval.*

- Yes - via email
- Yes - via post (please provide a postal address below)
- No
- Other: \_\_\_\_\_

6. If you would like to be updated on proposals by post, please provide here your postal address:

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7. Are you a? (select those applicable)

*Tick all that apply.*

- Local resident
- Local business owner or worker based in Birchmoor
- Local business owner or worker based in Dordon
- Local business owner or worker based in Polesworth
- Local business owner or worker based in Tamworth
- Councillor
- Organisation representative (please state below)

Other:  \_\_\_\_\_

8. If selected "Organisation representative", please state here which organisation you represent:

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Your feedback

9. I have found the information provided about Land North East of Junction 10 M42 motorway, North Warwickshire:

*Mark only one oval.*

- Very informative
- Quite informative
- Not very informative
- Very uninformative
- Not sure/Don't know

10. Please use this space to expand on your reasons for this response.

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11. Please provide us with your thoughts on our landscape strategy:

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12. Please provide us with your thoughts on our sustainable transport and highways strategy:

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13. Please provide us with your thoughts on our sustainability strategy:

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14. Please provide us with your thoughts on the proposed economic benefits:

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15. Please provide us with your thoughts on the proposed social benefits:

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16. Please provide us with your thoughts on the proposed environmental benefits:

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17. Independent of the planning process, Hodgetts Estates is intending to work with local partners to establish a dedicated Community Fund to provide support towards local community projects. If this Fund were to be developed, are there any particular themes, projects or initiatives you would like to see supported?

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18. Do you have any other suggestions for improving the proposals?

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## 19. To what extent do you support the following elements of the proposals:

Mark only one oval per row.

	Strongly agree	Agree	Indifferent	Disagree	Strongly disagree
Investment into the area	<input type="radio"/>				
Opportunities for job creation and business expansion	<input type="radio"/>				
"Best in Class" industrial and logistics buildings to attract market leading logistics and manufacturing businesses	<input type="radio"/>				
A range of smaller 'incubation' units targeted at small and medium enterprises (SMEs)	<input type="radio"/>				
A secured overnight lorry parking facility to alleviate issues with fly-parking and associated anti-social behaviour in the area	<input type="radio"/>				
Enhancements to Junction 10 of the M42 motorway	<input type="radio"/>				
Enhanced bus stop south of the site providing bus shelter and segregated cycleway/footway	<input type="radio"/>				
Improved signal-controlled pedestrian/cycle crossing across the A5	<input type="radio"/>				
Provision of new and enhanced tree-lined public footpaths, bridleways and footway/cycleways	<input type="radio"/>				
Enhancements to make footpaths, bridleways and footway/cycleways accessible to all, e.g. wheelchair users, mothers with prams, etc	<input type="radio"/>				

The approach to sustainable development, including 'Net Zero Carbon Ready' buildings	<input type="radio"/>				
The use of renewable energy technologies, e.g. solar panels	<input type="radio"/>				
Electric vehicle (E.V.) 'rapid' and 'fast' charging points	<input type="radio"/>				
The overall layout of the development, i.e. locating buildings predominantly to the south-west by Junction 10 and landscape mitigation measures to the north, south and east	<input type="radio"/>				
The provision of a hub office, incorporating on-site training facilities, management suite and site security	<input type="radio"/>				
Creation of over 9ha (over 30% of site) of green and blue infrastructure incorporating open space, parkland, planting, landscaping, public rights of way, footways/cycleways, sustainable drainage measures and a variety of wildlife habitats	<input type="radio"/>				
Creation of over 6.5ha of additional offsite landscape mitigation, including native woodland planting and potential for a new 'community orchard' and rural walkways	<input type="radio"/>				
Off-site measures secured in perpetuity to prevent further expansion of development in those parts of the Strategic Gap	<input type="radio"/>				
Creation of naturalistic earth mounds, to provide a	<input type="radio"/>				

significant visual barrier and screening (up to 5m in height)

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More than 10,000 trees planted as part of native woodland planting and screening across the site and Strategic Gap

Creation of new habitats including native woodlands, native shrublands, mixed hedgerows, wildflower meadows and wetland wildflower meadows

Proposed ecological enhancements, such as bird boxes, bat boxes/roosts, insect hotels, bee hives and refugia/ hibernacula

Publicly accessible fitness trail incorporating free outdoor gym equipment

Seating areas, public artworks and heritage/ecological information boards located along the proposed footway/cycleway network

Monetary contributions towards, inter alia, sustainable transport enhancements and further education/training for local residents

Creation of a Community Fund to provide funding for local community projects

20. Do you have any other suggestions for improving the proposals?

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21. Overall, do you support the proposals?

*Mark only one oval.*

- Strongly support
- Support
- No opinion
- Reservations
- Strong reservations

22. Please use this space to expand on your reasons for this response:

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Thank  
you

In accordance with the Data Protection Act 2018, your details, queries and responses you have provided on the online questionnaire or via emails and phone calls will be held securely by WSP who may then share it with third party data storage systems.

We are committed to protecting your privacy and will not release your personal information to anyone.

The information provided will only be used for the purposes of this consultation exercise and for statistical analysis within the Statement of Community Involvement which will be submitted with the planning application. Your responses will be anonymised, and we will not publish your personal data or contact numbers.

You can update, request a copy of, and delete your data at any time by sending an email to [UKPlanningComment@wsp.com](mailto:UKPlanningComment@wsp.com).



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